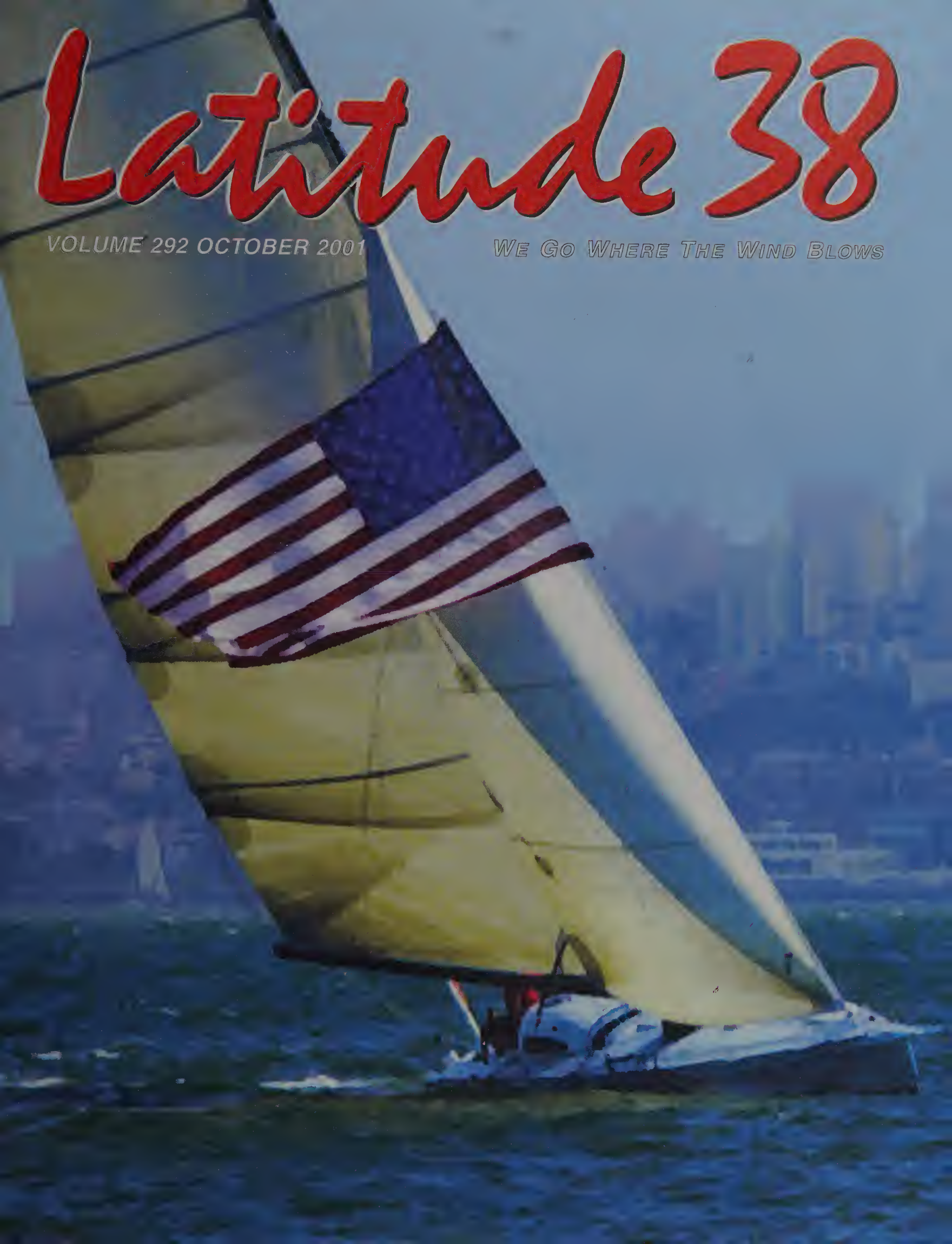


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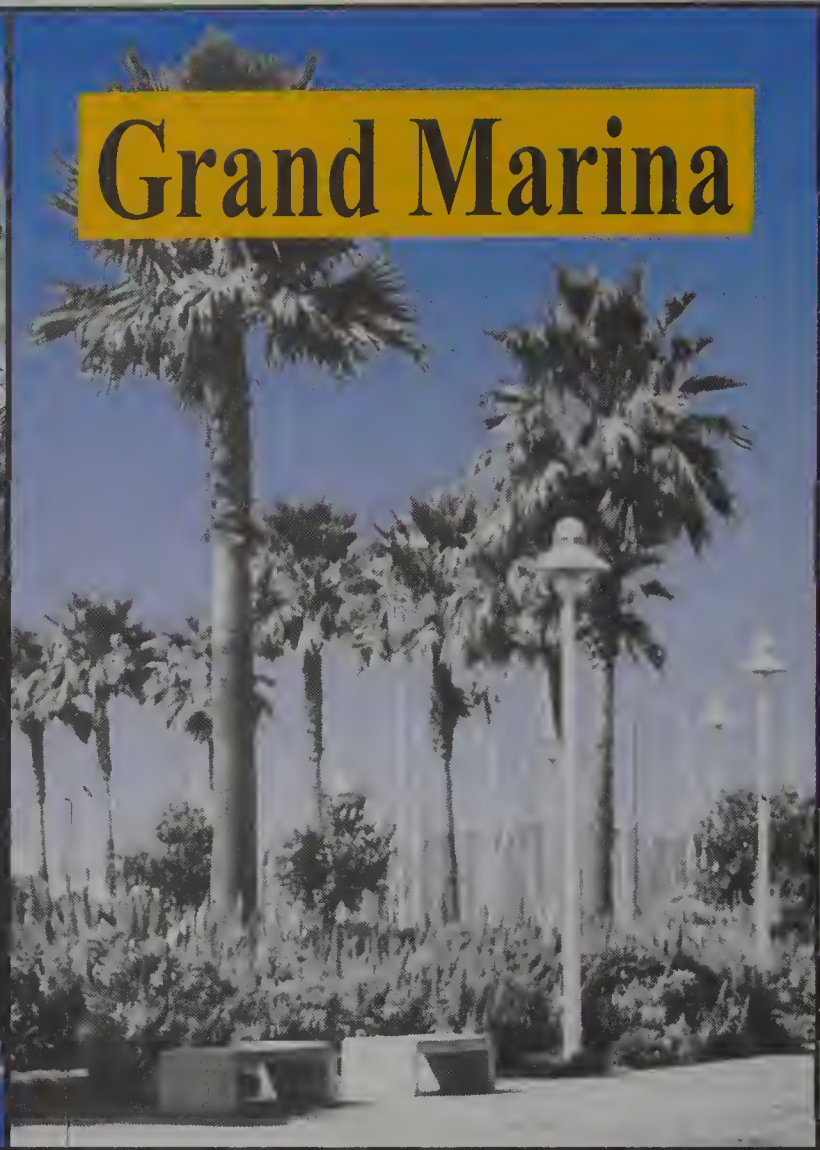
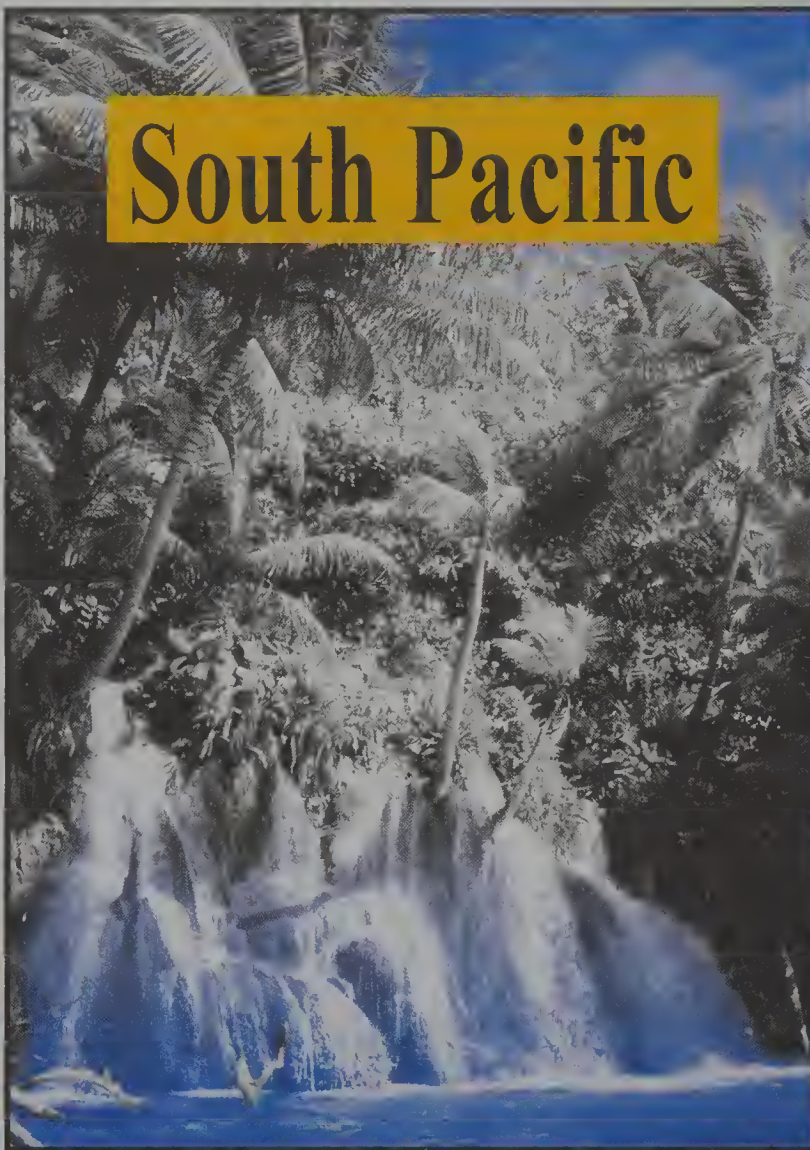
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WE GO WHERE THE WIND BLOWS



South Pacific

Grand Marina



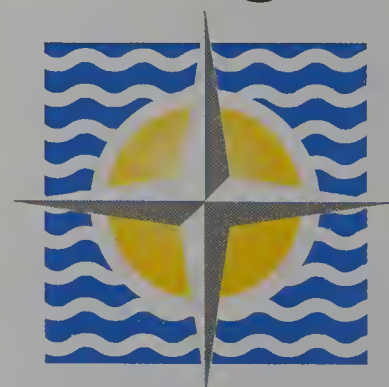
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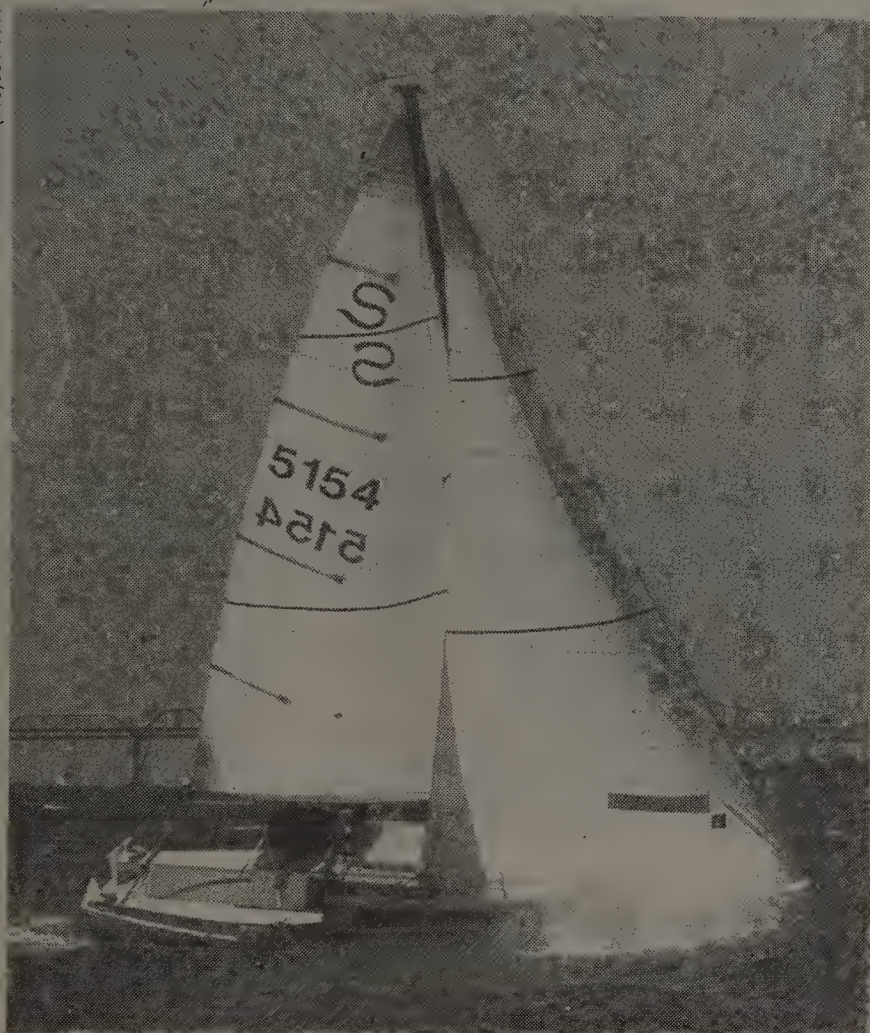
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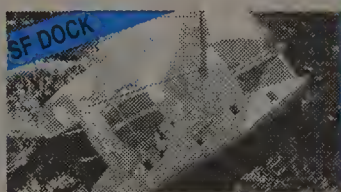
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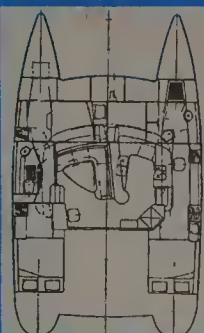
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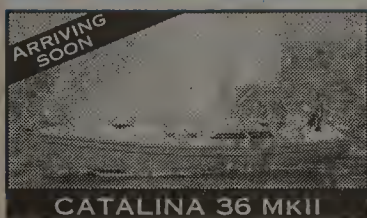
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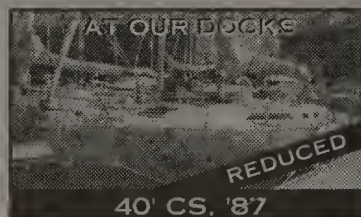


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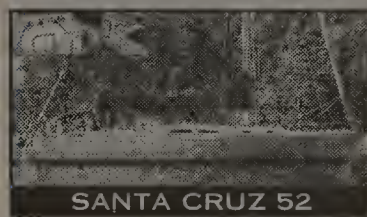
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Bruce Schwab's *Ocean Planet* shows her true colors.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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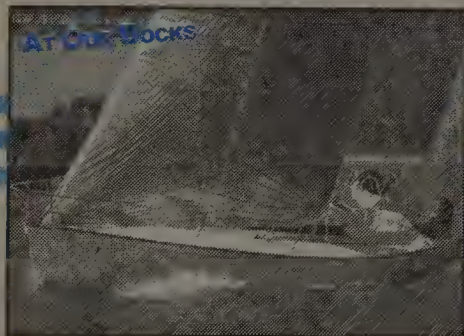
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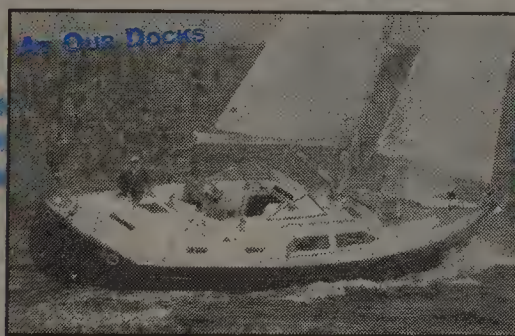
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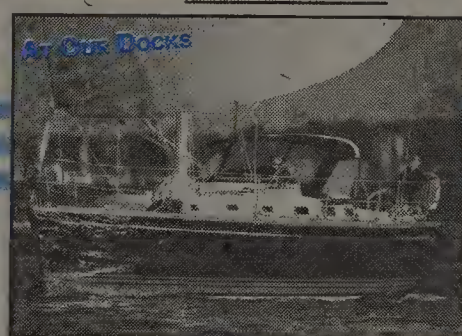
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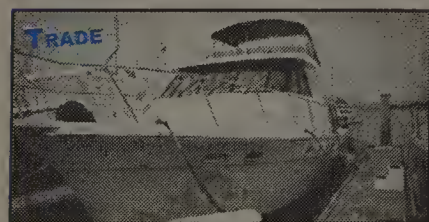
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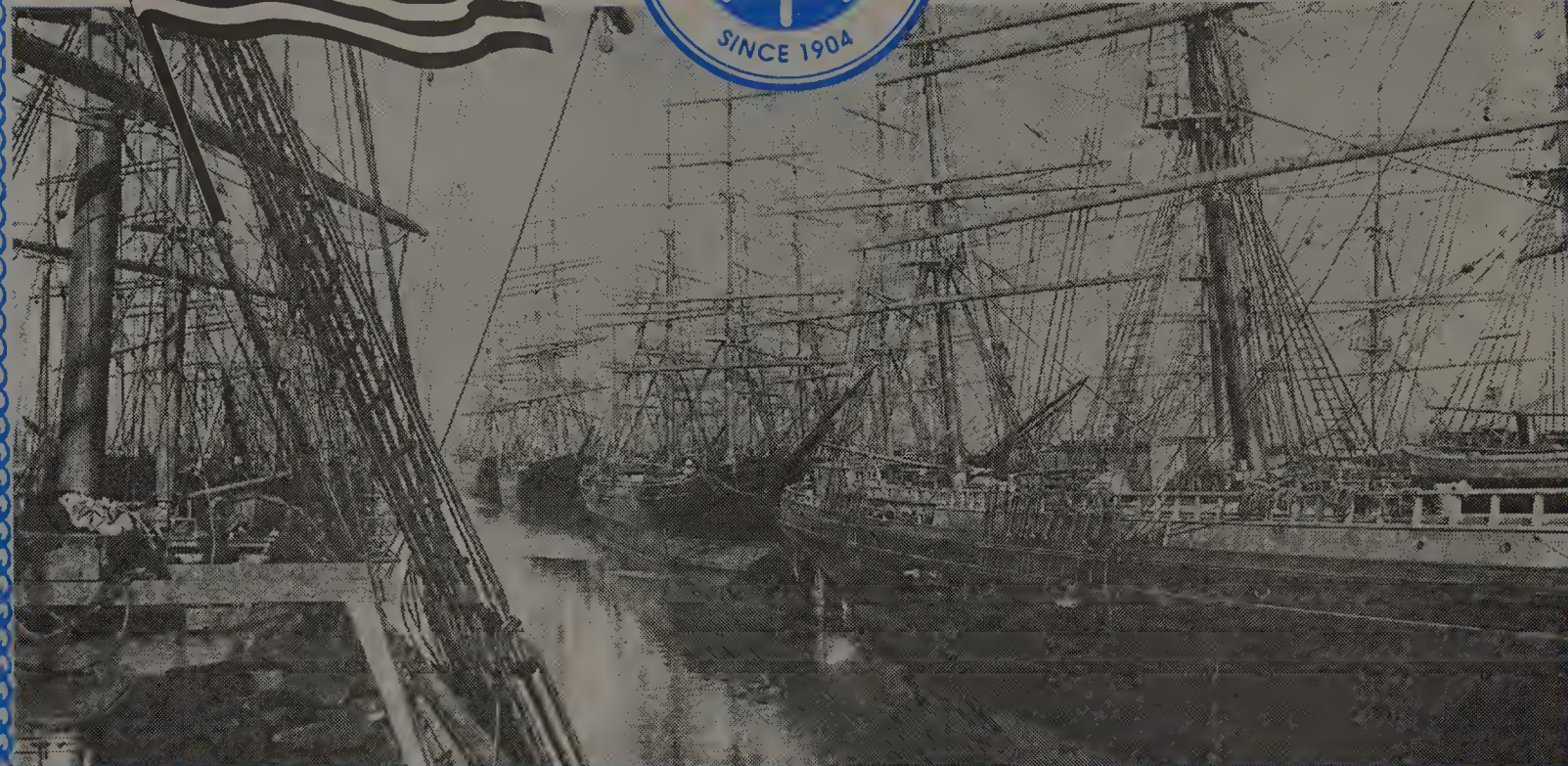
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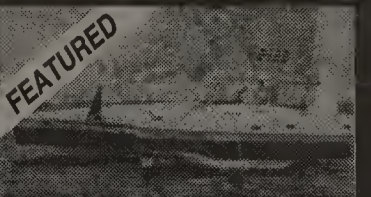
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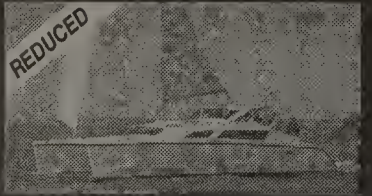
F-27...3 from \$48,000



Almost New F-31...Only \$128,000!



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LAGOON 37', '93...Try \$199,000 ??



REDUCED
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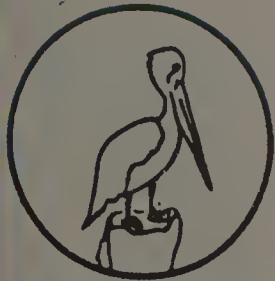


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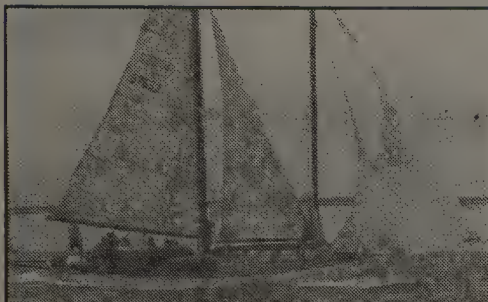
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63' (LOA) CLASSIC SCHOONER, 1934
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50' NUNES BROS. KETCH, 1956 Martin Eden.
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46' SEA STAR Pilothouse Cutter, 1982
Good condition, well equipped. Cruising in comfort. Reduced to \$143,500.

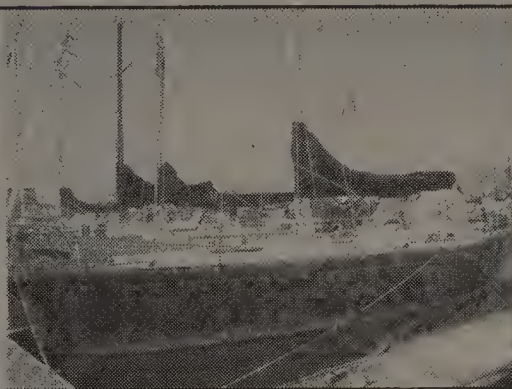


38' CABO RICO CUTTER, 1999

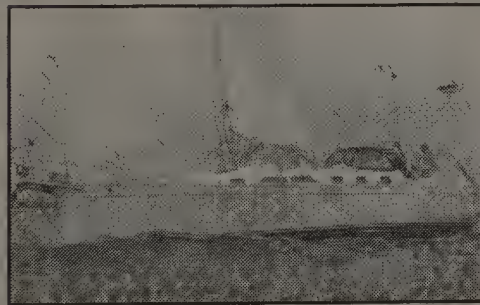
Boat show demo – never sold.
Ten year factory warranty.
New condition
Greatly reduced to \$329,000.

44' TARTAN, 1975

Offshore cruiser/racer in good condition, many recent upgrades.
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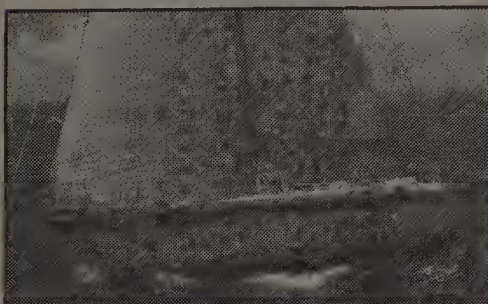
46' CUSTOM CUTTER, 1973
Comfortable heavy weather cruiser or liveaboard. Asking \$125,000 obo.



43' SAGA, 1997
Shows like new, lots of electronics and other stuff. Reduced to \$249,000.



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1 PROVEN EXPERIENCE

For the past 45 years the philosophy at Jeanneau has been finding the balance between innovative technologies and time-proven traditional craftsmanship. The result of this unique approach to boat building in the modern world is a comprehensive range of sailboats that above all else meets the diverse needs of our customers.



2 ELEGANT CRAFTSMANSHIP

More than anything else, boat building at Jeanneau is a work of man. While computers and modern production techniques help to produce the finished product the overall success of Jeanneau is found in the artistry of the experienced craftsman.



3 SUPERIOR CONSTRUCTION

Strength and reliability are the cornerstones of Jeanneau's approach to building quality boats. Each hull is constructed completely by hand. To provide stiffness, a structural grid of laminated hardwood is bonded directly to the hull. Vinylester resin is used exclusively in the outer plies of the laminate to guard against the threat of osmosis. Kevlar cloth is then added to high stress areas for additional strength and impact resistance.



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7 PERFORMANCE AND COMFORT

Before a Jeanneau ever makes it from the design department to the factory floor, much thought has gone into creating the perfect combination of comfort, safety and performance. In short, every Jeanneau is designed to sail and sail well.

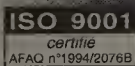
6 DESIGN AND INNOVATION

While Jeanneau has maintained certain elements of its traditional heritage, they have also embraced the modern world of advanced technologies. Modern innovations such as the computer-aided design system, automated varnish applicator and computerized table saws enable Jeanneau to produce better, more reliable boats than ever before.

5 EXCEPTIONAL WOODWORK

Chosen for its beauty and resistance to the elements, teak has been the choice of wood for boat builders for generations. Today, Jeanneau is the only production builder still utilizing authentic Burmese teak for its decks, bulkheads and interior furnishings.

4 QUALITY SYSTEMS



In 1994 Jeanneau's dedication to quality was formally recognized when they were awarded ISO 9002 certification for fiberglass boat building. Jeanneau was recognized again in 2000 when they were awarded ISO 9001 certification advancing their quality system to include the engineering of the boats.



40DS



37



34.2



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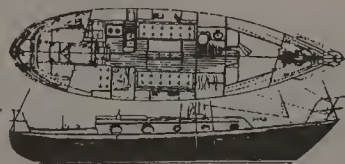
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e-mail: bgy@worldnet.att.net
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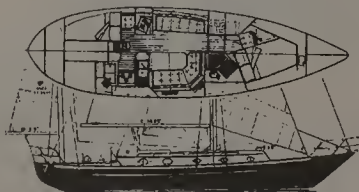
Pacific Seacraft Yachts

REDUCED



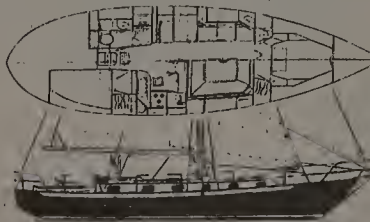
Pacific Seacraft 34

REDUCED



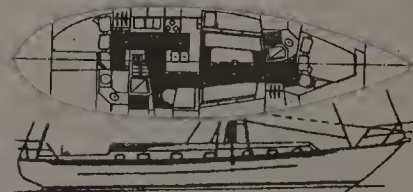
Pacific Seacraft 37

REDUCED



Pacific Seacraft 40

REDUCED



Pacific Seacraft 44

BULLETIN

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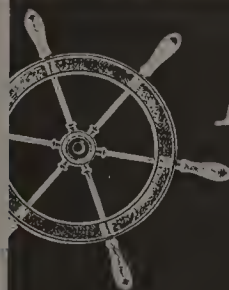


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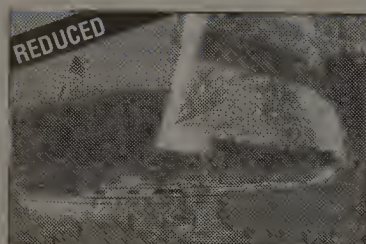
or (631) 427-1020

Cityyachts

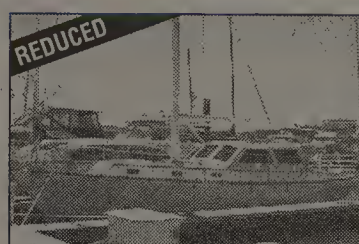
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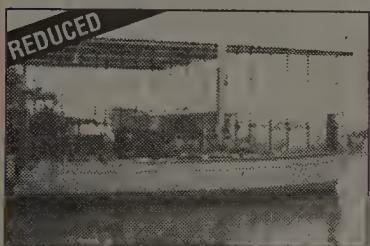
Passport 40
\$168,500



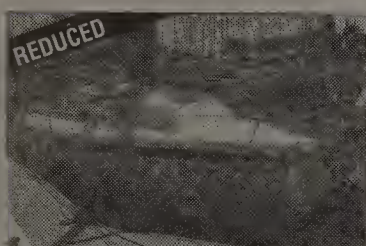
Islander 37
\$79,500



47' Formosa Puvieux
\$149,000



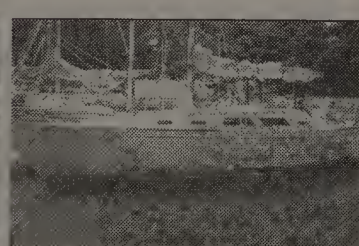
Contessa 43
\$125,000



Ericson 30
\$29,900



Sea Ray 390
\$119,000



Sabre 34 MkII
\$93,000

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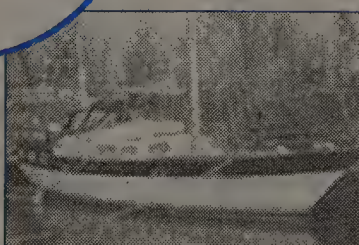
N 37° 48.566'
W 122° 25.974'



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\$99,750



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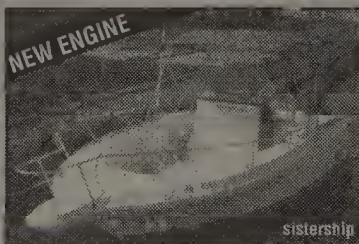
NZ Mull 42
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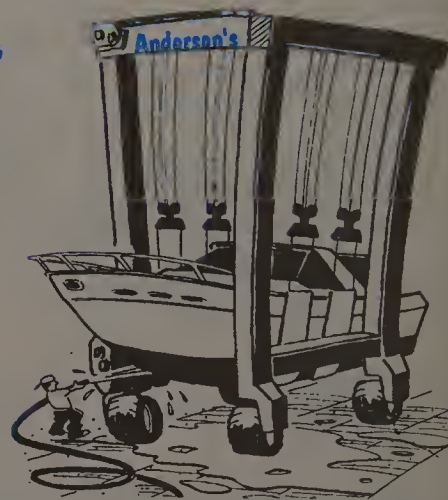
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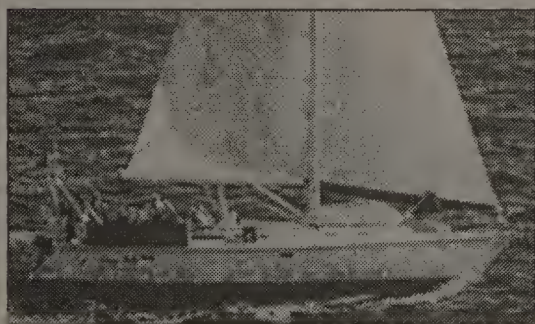
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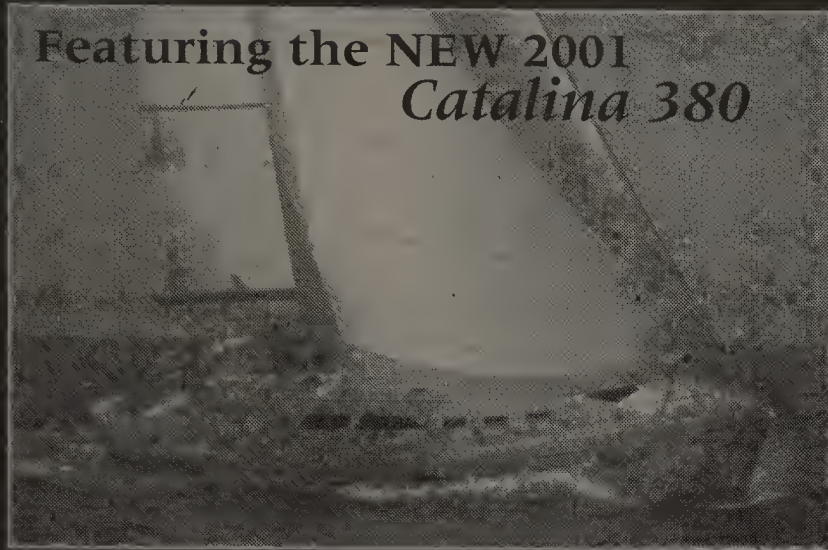
www.mazmarine.com

October 6-7

Open Boat Weekend

at Farallone Yacht Sales

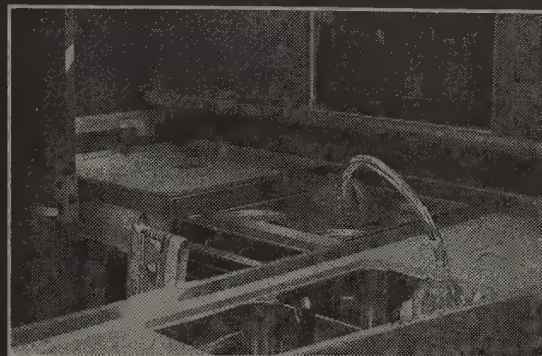
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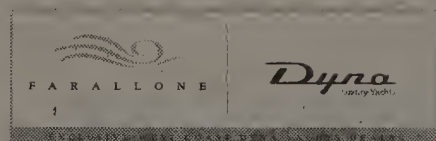
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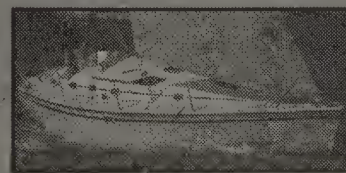


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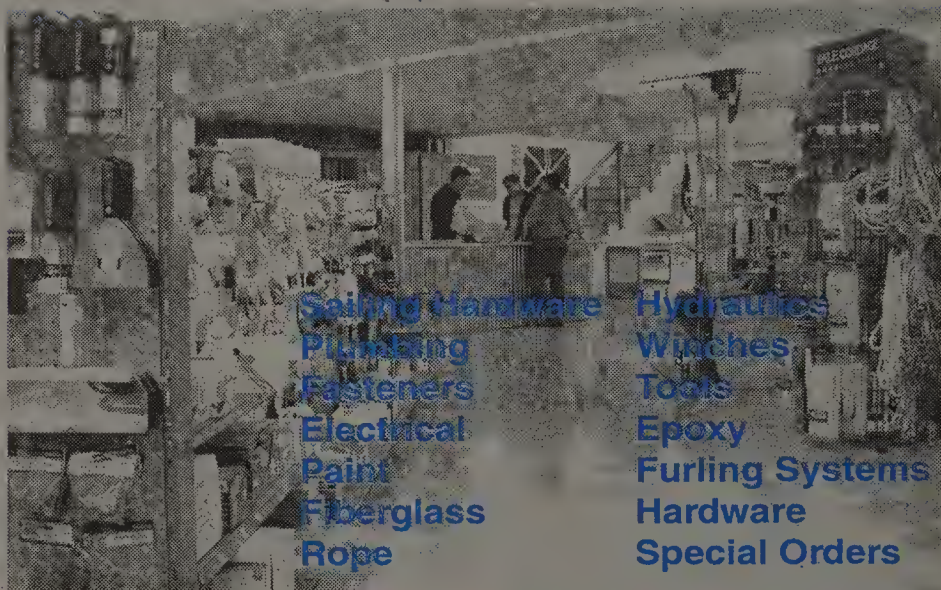
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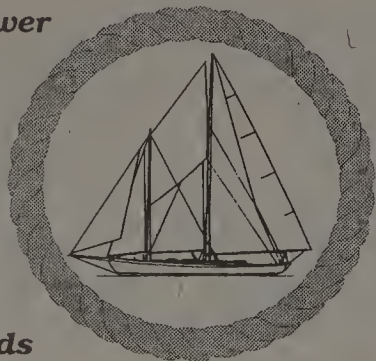
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One third of all boating fatalities are alcohol-related. Besides the danger it is illegal and can incur severe penalties.

Nonrace

Oct. 2 — Full moon #1.

Oct. 5-7 — San Francisco Fleet Week — *canceled!* See *Sightings* and/or www.fleetweek.com.

Oct. 6 — Richmond YC Junior Program Reunion, celebrating their 50th anniversary. All former juniors, instructors and their families are invited for dinner and reminiscing between 3-8 p.m. RYC, (510) 237-2821.

Oct. 6 — WoodenBoat/Master Mariners Offshore Cruise. Info, 364-1656.

Oct. 6 — 5th Annual Aeolian YC (Alameda) Swap Meet and Flea Market, beginning at 8 a.m. Info, (510) 523-2586.

Oct. 6-7 — 9th Annual NorCal Women's Sailing Seminar, a full weekend of instruction for and by females only. No guys allowed! Info, (510) 521-2980.

Oct. 6-7 — Free sailboat rides at Cal SC in the Berkeley Marina, 1-4 p.m. See www.cal-sailing.org for details.

Oct. 8 — Columbus Day, honoring one of the greatest sailors ever.

Oct. 10 — SSS TransPac Seminar #1: "Getting Started." Oakland YC; 7:30 p.m.; free and open to all sailors. Rob Macfarlane, (510) 521-8393.

Oct. 10 — New date! *Latitude* Mexico-Only Crew List Party and Ha-Ha Reunion at Encinal YC, 6-9 p.m. See the *Crew List* article for details, or see www.latitude38.com.

Oct. 11 — Skipper/crew mixer at Sausalito YC, 6-9 p.m. Dinner and bar available. Bill, 388-5500.

Oct. 11 — Single Sailors Association monthly meeting, featuring Kame Richards speaking yet again on "Tides and Currents of San Francisco Bay." Oakland YC, 6:30 p.m. for drinks; 7:30 p.m. meeting; 8:30 p.m. presentation. Info, (510) 273-9763.

Oct. 13 — Stockdale Marine (Sacramento) Open House, 10 a.m. to 4 p.m. Refreshments, prizes, stuff to buy (all books 25% off). Info, (916) 332-0775.

Oct. 13-14 — Alameda Open Boat Weekend. Check out hundreds of new and used boats at Marina Village, (510) 521-0905, and Ballena Isle Marina, (510) 523-5528.

Oct. 17-21 — International Sail and Power Boat Show in Long Beach. SoCal Marine Association, (714) 633-7681.

Oct. 21 — Minney's Marine Swap Meet and 'Class of 2001 Cruisers' Party' in Newport Beach. Details, (949) 548-4192.

Oct. 22 — "Coastal Navigation" classes (advanced or basic) begin at Yerba Buena Island, 7-9:30 p.m. They continue on Mondays and Thursdays for the following seven weeks. USCG Auxiliary, 399-3411.

Oct. 23 — "Introduction to Navigation with GPS", same time and location as above. USCG Auxiliary, 399-3411.

Oct. 27 — Islander 36 Association annual meeting at San Francisco YC. Don Henderson, 457-0771.

Oct. 27-28 — Yard Sale at Richmond YC, a fundraiser for the RYC Foundation. Check out the inventory at www.richmondryc.org. Details, (510) 237-2821.

Oct. 28 — Daylight Savings Time ends — *booooooooo!*

Oct. 30 — Baja Ha-Ha VIII starts at 10 a.m. off Coronado Roads. See www.baja-haha.com for more.

Oct. 31 — Full moon #2 (the 'blue moon', or second full moon of the month) on Halloween evening — *yeaaaaaa!*

Nov. 3 — Eighth Annual Cruisers' Fair at Downwind Marine (San Diego), 10 a.m. to 4 p.m. Info, (619) 224-2733.

Racing

Oct. 5-7 — Schock Invitational for Santana 35s (Nationals), Santana 22s (Cappuccino Cup), Santana 20s, and Lido 14s. SFYC, 789-5647.

Yacht to the City

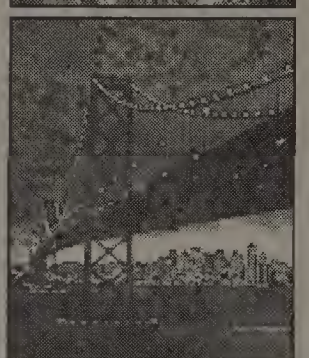
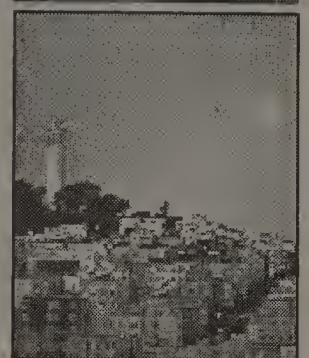
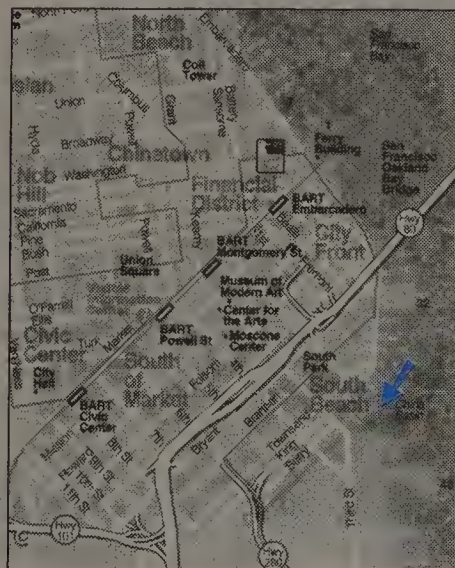
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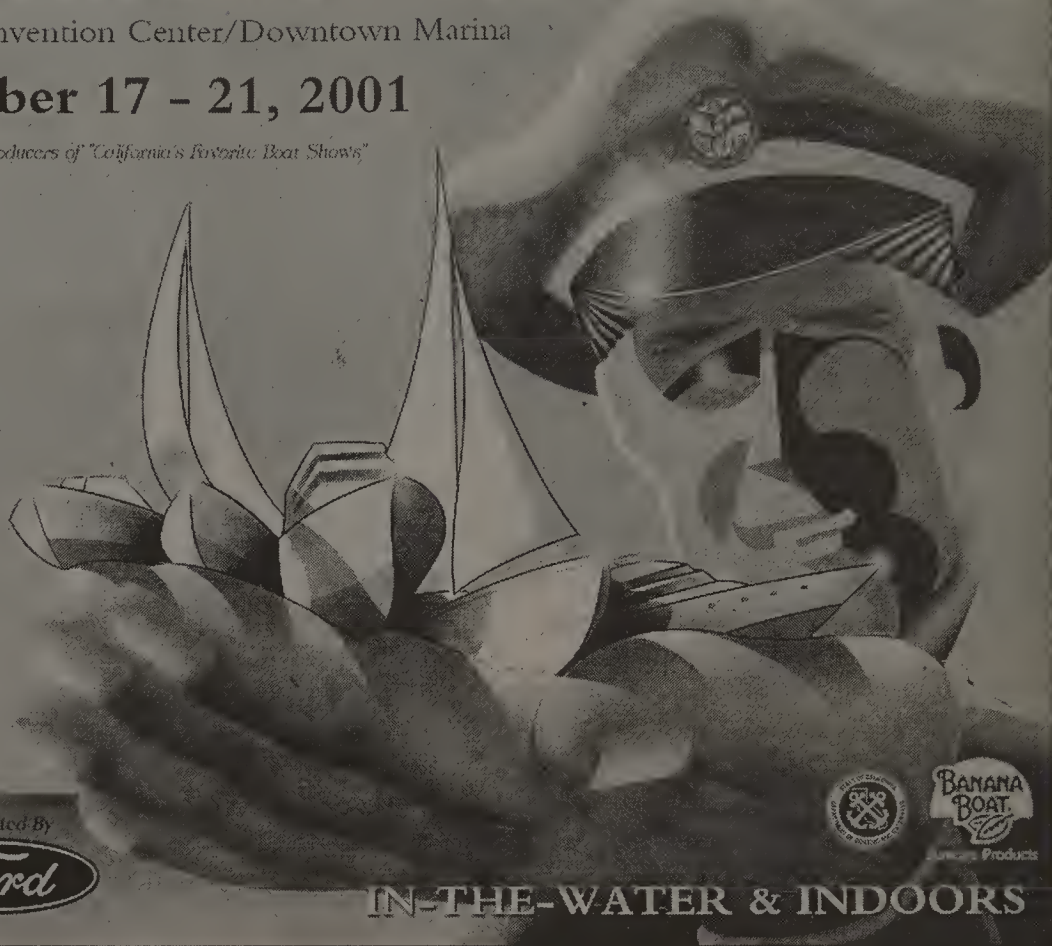
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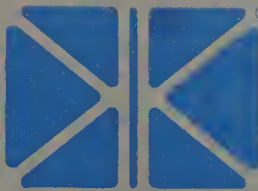
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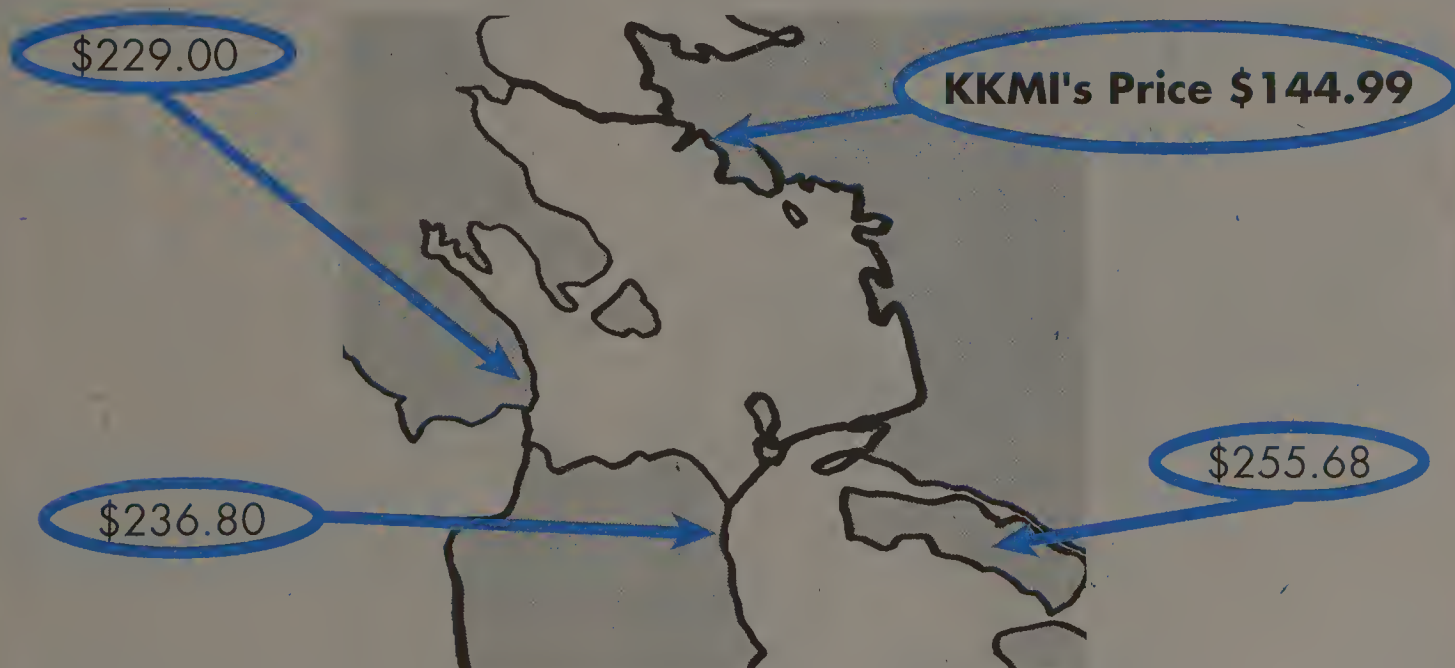
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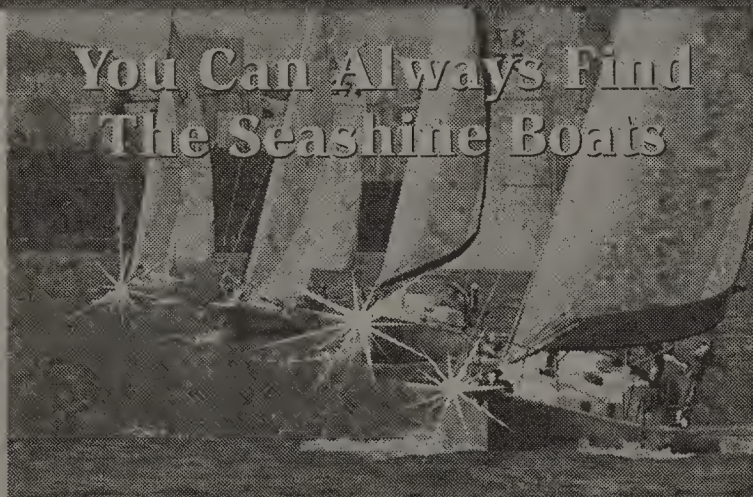
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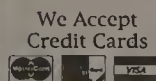
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CALENDAR

Oct. 6 — OYRA/GGYC Junior Waterhouse, the final ocean race of the year. YRA, 771-9500.

Oct. 6 — ODCA Champion of Champions, once again in DeWitt Dinghies at Richmond YC. YRA, 771-9500.

Oct. 6 — 26th Annual Woman Skipper's Cup. A PHRF race for women skippers; no crew restrictions. Berkeley YC; Bobbi Tosse, (925) 939-9885.

Oct. 8-14, 1981 — It Was Twenty Years Ago Today, from Shimon Van Collie's article titled *505 Worlds*:

"It wasn't your typical San Francisco Bay regatta," said Trevor Baylis after the recent 505 World Championships held on the Berkeley Circle from October 8 to 14. Baylis, from Tiburon, crewed for Santa Cruz's Larry Tuttle and together they were the highest finishing locals in the 83-boat fleet. Teams from the U.S., England, France, Sweden, Denmark, West Germany, Japan, Kenya and Singapore competed in the six-race regatta, which featured a mixture of wind conditions.

"We had a 'normal' westerly one day," continued Baylis. "We also had a northerly, northerlies shifting to light westerlies, and even 30° oscillating shifts, something I've hardly ever seen on the Bay."

The atypical conditions negated any hometown advantage that some of the local sailors may have had. Before the races began, Lafayette's Jon Andron, with crew Howard Hamlin, and Los Altos' Dennis Surtees, paired with Jay Kunch, looked like strong contenders for the title. Both had finished second in the previous Worlds (Surtees has been bridesmaid three times in his 18-year 505 career). However, once things got underway it was clear that talent and preparation, irrespective of geographic familiarity, would take home the bacon.

Winners of the Pacific Cup, a three-day warm-up and final qualifier for the 16 berths of the American quota, were a pair of lean and shaggy East Coasters from Massachusetts, Ethan Bixby and Cameron Lewis. Bixby is in charge of one design sailmaking at Hood Sails and a longtime 505 sailor. Cam Lewis is a relative newcomer to the class, but a veteran international competitor with a string of Laser and Finn titles to his name. Cam had a taste of the Bay earlier this year when he crewed on the *Silhouette Vodka* International 18 at the Coors Open.

Lewis and Bixby arrived a month before the start of the Worlds and spent the intervening time practicing and sorting out their equipment. Included were some new Mylar and Mylar/Kevlar sails and a \$1,000 carbon fiber mast, exotic stuff that's boosted the price of a competitive 505 into the five-figure bracket. Besides the psychological advantage of being extremely up-to-date, Bixby and Lewis got the bugs worked out enough to create a speed potential that put them in the front row before the starting gun went off.

(Ed. note — Yes, they won).

Oct. 12-14 — International Masters Regatta in J/105s. See *Race Notes* for the guest list. StFYC, 563-6363 or Don Trask, (510) 522-0545.

Oct. 12-14 — J/Fest South, held this year in San Diego. Karen Hall, (619) 222-6560.

Oct. 13 — HDA Yankee Cup, the 'champion of champions' for PHRF racers. Island YC; YRA, 771-9500.

Oct. 13 — Final Alameda Interclub Race, a "fun" non-counter. OYC, (510) 522-6868.

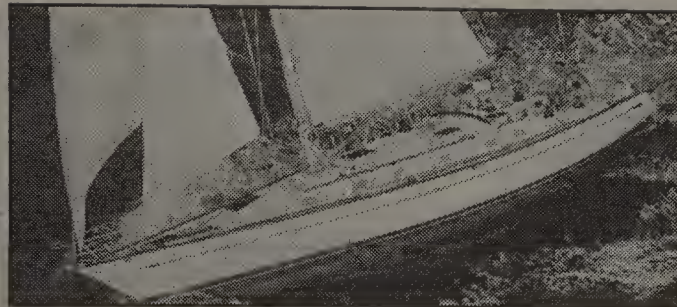
Oct. 13 — Wallace Cup, a PHRF race for East Bay clubs. Oakland YC, (510) 522-6868.

Oct. 13-14 — El Toro Stampede. RYC, (510) 237-2821.

Oct. 13-14 — PICYA North/South Match Race in 11:Metres, sailed out of Golden Gate YC. Jeff Zarwell, 595-

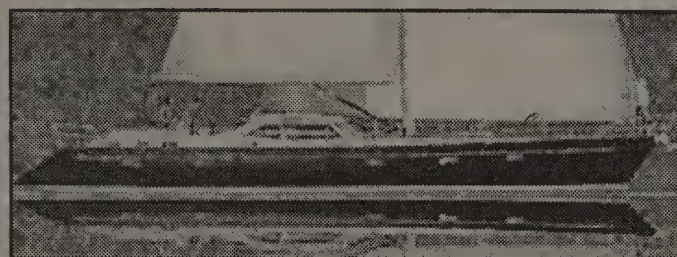
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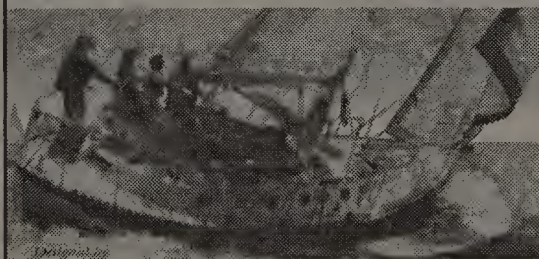
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CALENDAR

8364.

Oct. 13-14 — Fall One Design for J/35, Etchells, Express 27s, Melgi, J/24s, Wabbits (Saturday only). SFYC, 789-5647.

Oct. 20 — Fall One Design #3. SCYC, (831) 425-0690.

Oct. 20 — Jessica Cup, a mini-version of the Master Mariners. StFYC; Terry Klaus, (510) 337-0514.

Oct. 20 — South Bay YRA #7, hosted by Sequoia YC. Bob Carlen, (831) 336-2672.

Oct. 20, 1991 — Ten Years, After, from a *Racing Sheet* article called "Tuna With Mayo":

With the October 20 East Bay firestorm sending an enormous plume of dark smoke into the sky over their heads, sailors on the 17 boats participating in the first Hot Tuna Rally for Santana 35s felt like they were witnessing the end of the world, not the rebirth of their one design fleet.

"It was eerie, like sailing in the movie *Apocalypse Now*," said Bob Bergtholdt, crewmember on Lauren and Paul Sinz's *Take Five*.

Natural disasters aside, the Hot Tuna gathering served its intended purpose, which was to get members of the fleet back out on the water (as well as back to host Encinal YC for some post-race socializing). Once one of the Bay's more active one design groups, the 'Tuna 35' fleet has dwindled in recent years, with only half a dozen boats hitting the starting line with any regularity.

Organizer Byron Mayo of Alameda, who lives aboard his *Excalibur*, worked more than six months to insure that the emphasis would be on having fun with a capital 'F'. Integral to that process was the requirement that all sails be at least two years old, and crew size was limited to seven rather than the normal nine in order to make the skippers' recruitment job easier.

The regatta received tremendous support from sponsors. In fact, Starkist liked the idea so much they provided a perpetual trophy (featuring Charlie, the tuna with good taste) for the overall winners of the two-day, three-race series, Art Mowry and Doug Baird on *Wild Flower*.

Oct. 20-21 — SSS Vallejo 1-2, a popular and easy short-handed contest. Synthia Petroka, (408) 929-7217.

Oct. 20-21 — Logan/Paige Regatta for Mercuries and Stars. StFYC, 563-6363.

Oct. 21 — Fall SCORE/Doublehanded #3. SCYC, (831) 425-0690.

Oct. 27 — Red Rock Regatta, a low-key PHRF contest. Tiburon YC; Lon and Susie Woodrum, 332-5970.

Oct. 27-28 — Great Pumpkin Regatta; "You Can Leave Your Hat On." Gin fizzes, pumpkin carving, an Elvis appearance, free beer, and even some one design racing. RYC, (510) 237-2821.

Oct. 27-28 — Fall Dinghy/Olympic Classes Regatta for Lasers, Europes, IMCOs, Finns, 505s, I-14s and maybe others. StFYC, 563-6363.

Nov. 3-10 — 15th Annual Pro-Am Regatta at the Bitter End YC (BVIs). A unique chance to race and socialize with 'junior skippers' (Robbie Haines, Russell Coutts, Ed Baird, Ken Read and Marie Bjorling) and 'masters' (Lowell North, Butch Ulmer, Keith Musto, Tom Leweck and Rod Johnstone). Call (800) 872-2392, or check out www.beyc.com.

Nov. 11 — Volvo Race, Leg II: 6,550 windy and cold miles from Cape Town to Sydney. See www.VolvoOceanRace.com.

Nov. 17-18 — Pre-Holiday Regatta. Four races for PHRF boats and any one design fleet that registers at least five boats. SFYC, 789-5647.

Jan. 21-25 — 15th Yachting Key West Race Week. Info, (781) 639-9545, or www.Premiere-Racing.com.

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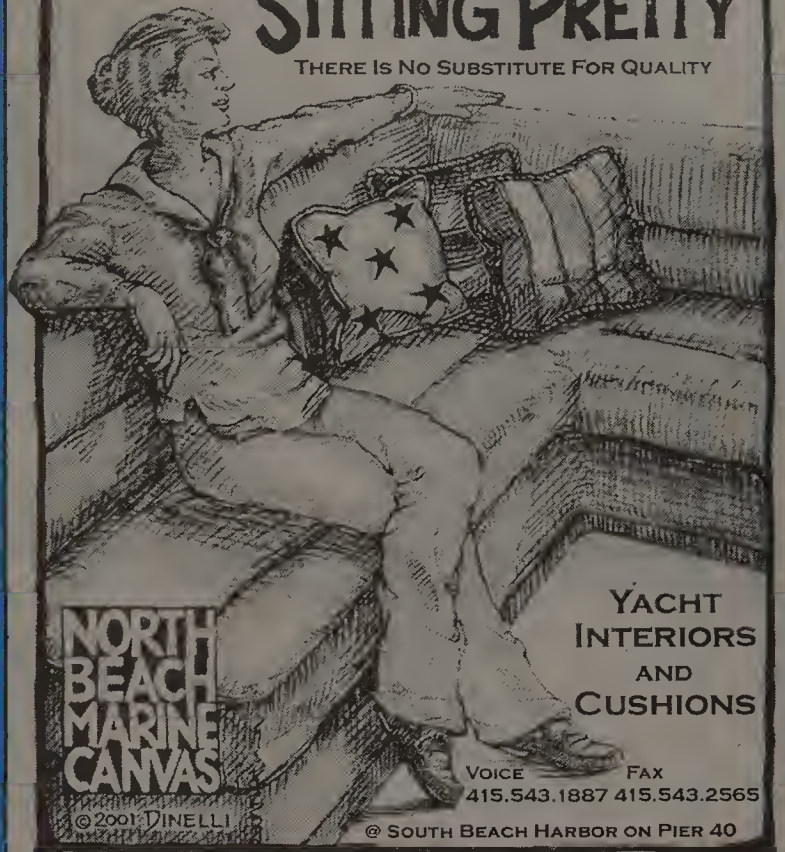
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BENICIA YC — Fall Series: 10/27, 11/10, 12/1, 12/15. Jerry Martin, (707) 745-3731.

BERKELEY YC — Chowder Races: Every Sunday except during the BYC Midwinters. Paul Kamen, (510) 540-7968.

BERKELEY YC — Berkeley Circle: 11/10-11, 12/8-9; 1/12-13; 2/9-10. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters 2002: 1/19-20, 2/16-17. CYC, 435-4771.

ENCINAL YC — Jack Frost Series: 11/17, 1/19, 2/16. Les Raos, (925) 930-0247.

GOLDEN GATE YC — Seaweed Soup Series: 11/3, 12/1, 1/5, 2/2, 3/2. GGYC, 346-BOAT.

LAKE MERRITT SC — Robinson Memorial Midwinters: 12/8, 1/13, 2/9, 3/10. Duncan Carter, (925) 945-6223.

OAKLAND YC — Brunch Series: 1/6, 1/20, 2/3, 2/17, 3/5. OYC, (510) 522-6868.

RICHMOND YC — Small Boat Midwinters: 12/2, 1/6, 2/3, 3/3. Caroline Groen, (510) 307-7918.

SANTA CRUZ YC — Midwinters: 11/17, 12/15, 1/19, 2/16, 3/16. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 11/4, 12/2, 1/6, 2/3, 3/3. Andy Eggler, 332-1267.

SOUTH BAY YRA — Winter Series: 11/17, 12/8, 1/5, 2/9, 3/9. Bob Carlen, (831) 336-2672.

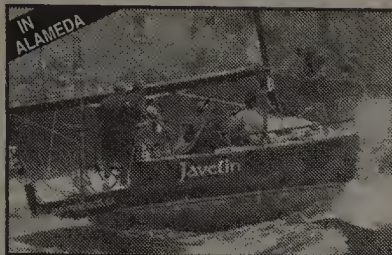
Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar). 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

October Weekend Currents

date/day	slack	max	slack	max
10/06Sat		0129/3.1F	0451	0720/2.6E
	1020	1324/2.4F	1607	1935/4.2E
	2314			
10/07Sun		0217/3.0F	0546	0808/2.3E
	1100	1408/2.1F	1645	2023/4.1E
10/13Sat		0128/4.3E	0521	0826/3.7F
	1139	1412/3.1E	1742	2031/3.1F
	2325			
10/14Sun		0226/4.4E	0612	0913/4.0F
	1220	1502/3.8E	1834	2128/3.6F
10/20Sat		0142/3.9F	0507	0723/2.5E
	1044	1328/2.5F	1615	1932/4.6E
	2333			
10/21Sun		0238/3.5F	0605	0814/2.1E
	1139	1418/2.0F	1702	2022/4.2E
10/27Sat		0119/3.1E	0513	0825/3.0F
	1121	1412/2.5E	1743	2033/2.3F
	2313			
10/28Sun		0108/3.1E	0455	0759/3.0F
	1055	1343/2.9E	1724	2016/2.6F
	2305			

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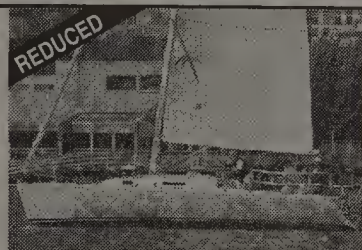
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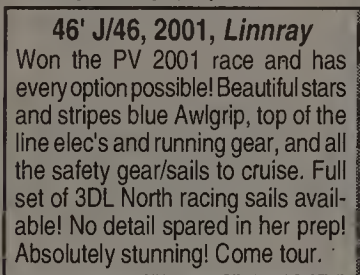


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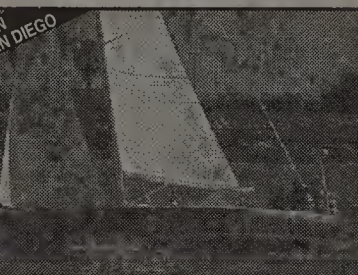


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50' Beneteau 510, '93, *Rhapsody** 267,000
48' 1D48, '96, *Tribe** 290,000
46' J/46, 2001, *Linnray** 569,000
44' Swan 44, '73, *Adriana** 179,000
44' Mason 44, '86, *Denali** 259,000
44' J/44, '91, *Marilyn* New Listing 295,000
41' C&C Custom 41, '84, *Brava*** 105,000
41' J/125, '98, *Snoopy** 270,000
41' J/125, '99, *Javelin* 180,000
40' Farr 12.20, '86, *Rascal*** 157,500
40' J/120, '99, *Guero** 264,000
40' J/120, '98, *Impact Player** 284,000
40' Tiara 4000 Express, '00, *Tri-Relaxing**
..... New Listing 478,000
40' Tripp, '91, *There and Back Again** Pending 97,500

40' J/120, '95, *Attitude*** New Listing 214,900
40' Frers, '86, *Kimba II** 59,000
40' Wilderness, *Geronimo*** 59,000
40' X-Yacht, '89, *Dauntless*** 68,000
38' Bavaria, '99, *Flint** 177,000
38' Tartan 3800 OC, '99, *Torrent* 259,000
38' IMX 38, '96, *Jubilee*** 120,000
37' Crealock, '93, *Esprit II** 189,000
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36' Mumm, '94, *Pakalolo*** 92,500
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35' J/105, '92, *Veloce* Reduced 99,000
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35' Riptide, '95, *Ripple** 129,000
33' C&C SR33, '95, *Storm Front*** 59,000
33' Tartan 10, 1979, *Cheap Thrills** 25,000
33' Synergy 1000, '99, *Hull #5*** New Listing 85,000
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LETTERS

Publishers Note:

The best response to the terrorist attacks in New York City and Washington, D.C. is to continue on with normal life, as difficult as that may seem, to the greatest extent possible. As such, we've decided to carry on with our tradition of speaking our minds — sometimes in a fiesty tone — in our editorial responses. After all, the purpose of Latitude is not just to inform, but also to entertain — particularly in these trying times. So if we passionately debate some issues in the following Letters, rest assured that we're fully aware that none of them amount to a hill of beans compared to the real problems of the world.

Richard Spindler

Publisher / Executive Editor, Latitude 38

⇅CUBA SENDS ITS CONDOLENCES

The Hemingway International YC of Cuba wants the nautical community of the United States to know that we, in the strongest terms, condemn, reject and repudiate the terrorists attacks in New York and Washington, D.C. We want to express our most sincere condolences to the people of the United States and all the families of the victims during these days of pain and sorrow over the countless loss of innocent human lives.

At the same time, we of the Hemingway International YC, as members of the great international nautical family, reaffirm our conviction that it's only with love, friendship, solidarity and respect among all human beings, that we will achieve a happy world in which there will be no space for those who don't care about the sufferings of others.

Lic. Jose Miguel Diaz Escrich

Commodore, Hemingway International YC
Havana, Cuba

⇅NO AMIGO TO VISITING MARINERS

The \$20,000 I spent to cruise Mexico during previous cruising seasons was justified by modest marina costs and relatively minor hassles with paperwork. But that was prior to the year 2000. After my most recent eight-month cruise, I won't be returning to Mexico for any extended periods with my 47-ft trawler *Crackerjack*. My decision is based on there being too many problems:

1) Time-consuming and expensive port clearance procedures. Just going out to the islands from La Paz for the day required that I went through a complicated check out and check in — and about \$100 in fees. Furthermore, port captains do not interpret the clearing policies uniformly.

2) Marinas that charge lots of money but care little about the quality of their service. Why should I pay Newport Beach prices for marinas that can't reliably provide clean water and shorepower? Furthermore, some of the marina operators seem to have a bad attitude.

3) Generally poor infrastructure.

4) Getting ripped off while taking on fuel at Turtle Bay. It was petty stealing, but I was charged long prices for a shorted load of fuel.

5) No conscious effort on the part of Mexican officials to speak English. In California, all government agencies have to have Spanish-speaking officers.

6) Officials who have a standoffish attitude — although there were major exceptions.

7) Poor public health. Most restaurants don't have hot water or facilities for washing hands. How are employees supposed to wash up after using the toilet?

8) Mexico's refusal to accept foreign insurance policies for

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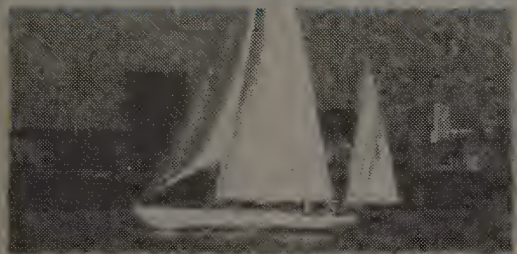
Swan 59 (1988). This gorgeous Swan has one of the most beautiful interiors we have ever seen. Currently cruising. **Asking \$650,000.**



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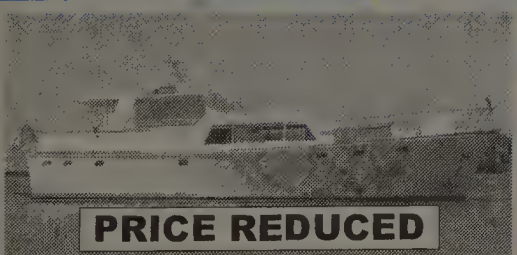


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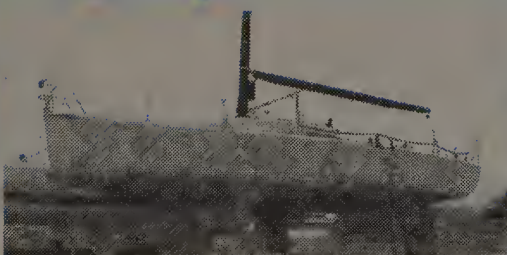
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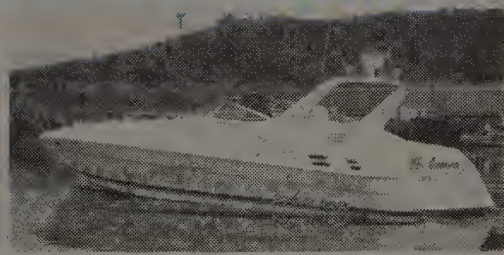


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liability. If there is a problem, the port captains will only accept Mexican liability insurance.

President Fox claims that 8,000 American boats visit Mexico each year. For the foreseeable future, it's going to be 7,999. Since returning to California in July, I have met the owners of nine other yachts that are making the same choice as my wife and me. We're all willing to spend \$20,000 for the season, but we're not going to until we can get more value and better service in return.

Before I sign off, let me acknowledge the one bright spot we found: Dave and Olga's El Faro store at Marina de La Paz. They've got everything a boat needs — from salsa to steaks to chicken — at bargain prices. And they deliver it to your boat for free!

Jack Janis
Crackerjack
Los Angeles

Jack — Twenty thousand dollars for eight months? That's living high on the enchilada! Let's examine your complaints one by one:

1) Port fees and procedures for clearing in and out. Mexican officials clearly have no idea how outrageously time-consuming, expensive — and offensive — their clearing procedures have become. It was always a slow and inefficient process, but as a result of the changes in the law last January, it's become much worse. As such, cruisers are becoming adept at working around it. One way is by avoiding places where there are port captains, which is an easy but somewhat limiting solution. Another strategy is simply 'forgetting' to check in. Usually you can get away with it, but if you get caught you can end up in a mess of trouble.

Recognizing that the check-in procedures have become a big problem for cruisers, it's our intention to start a campaign to help Mexico realize how detrimental it's going to become for their marine tourism. What's needed is an annual cruising permit that can be purchased at the first port of entry for something like \$150. Once cruisers had the permit, they would be able to travel freely without having to constantly check in with officials and pay fees to banks. If RV tourists were treated as badly, Mexico wouldn't have any of them. We're hesitant to criticize the policies for visitors in other countries, but in this case it's badly needed — and for Mexico's sake even more than that of cruisers.

2) High-priced marinas that don't provide good services. It's true that many of the marinas in the more popular areas of Mexico are more expensive than similar marinas in California. Sometimes it's with good reason, as in many cases the basic materials had to be brought in from the United States, and in some cases it's up to the marinas to create and maintain their own water and electricity plans. That said, some are more professionally run than others. But don't forget, there's almost always a terrific and free alternative — enjoying life on the hook.

3) Generally poor infrastructure. If you're going to manañaland in search of good infrastructure, you've only got yourself to blame. Try the Pacific Northwest, the East Coast, or parts of the Med. By the way, lots of cruisers love Mexico precisely because it doesn't have a First World infrastructure.

4) Getting ripped off while taking on fuel at Turtle Bay. This common little bit of piracy at Turtle Bay is something of a tradition. You can either get all huffy about it or go along with the joke. After all, how much did it really cost you?

5) No conscious effort on behalf of Mexican officials to speak English. It would probably be in Mexico's best interest if the

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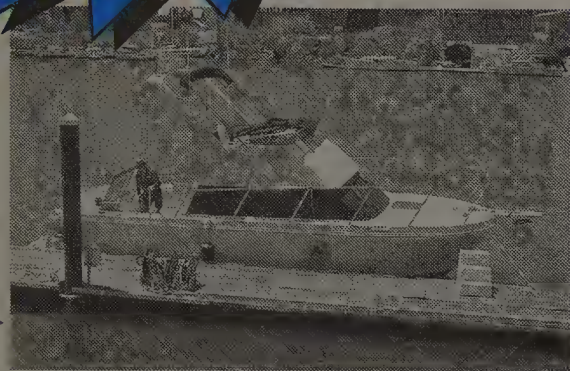
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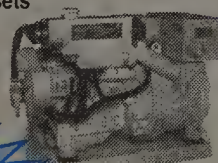
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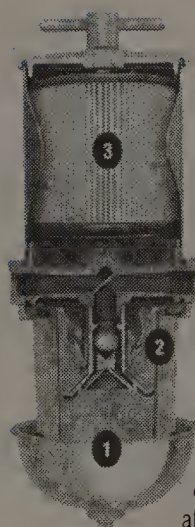
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LETTERS

officials who dealt with tourists became bilingual. On the other hand, it would eliminate some of the charm.

6) Officials have a standoffish attitude. Mexicans generally aren't as outgoing as Americans, and that holds true for most Mexican officials. But if you smile a lot, don't behave as if you're in a rush, and mirror their behavior, they usually warm up.

7) Poor public health and a lack of facilities for workers to wash up with hot water while preparing meals. This is a genuine health problem. It can sometimes, but not always, be avoided by carefully selecting where you eat. If you're looking for the highest level of hygiene, forget all Third World countries.

8) Mexico's refusal to accept American liability insurance as proof of coverage. It's an annoyance to be sure, but you have to remember that most American insurance isn't much help initially in a guilty-until-proven-innocent legal system.

In our opinion you have several legitimate complaints, and that it would be in Mexico's best interest to do a better job of resolving them. But realistically, it's going to take time. Some of your other complaints, on the other hand, seem to suggest that what you really want is for Mexico to be an extension of America. We don't think the majority of cruisers would agree with that notion.

↑↓SOME OF THE MOST MEMORABLE TIMES

We're getting ready to return to our Islander Freeport 40 Harmony, which we left in the Sea of Cortez at Marina Seca, for the start of another season. We started our cruising three years ago with a trial run from San Francisco to San Diego and back. Last year we sailed to Mazatlan and through the Sea of Cortez for four months. This year we plan to stay out for at least six months.

Cruising has provided us with some of the most memorable times of our lives. It is fantastic to live so close to nature, and to share our



Rob and Virginia Gleser.

life with folks as wonderful as the people of Mexico and other cruisers. After a summer of hard work to make money, we can't wait to start cruising again -- it's just too much fun!

When it comes to cruising, a lot of people talk about 'just doing it'. It's true, most people need an extra push to get off the old butt, but we found that going unprepared wasn't all that great, either. For instance, we met some folks who sailed to Mexico and: 1) Ran out of money, 2) Didn't have a real plan worked out, or 3) Didn't have complete agreement with

their spouse on the adventure. None of those are good scenarios. Having a plan -- whether it's a three-year, five-year, or eight-year -- that works out the details of what to do with children, work, having the boat together, and having enough money -- will make a cruise more carefree.

Lots of people think their boats need all the bells and

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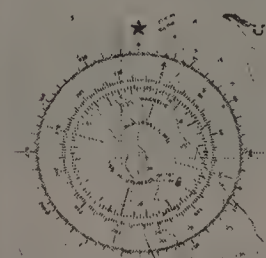
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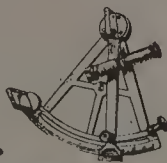
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LETTERS

whistles in order to go cruising, but that's not true. We have a GPS, autopilot, radar, good anchoring system, ham radio and safety equipment. Liam of LTD Electronics in Alameda also helped me install a diesel generator that was incredibly useful for when we were away from shorepower for days at a time. The only other thing we wished we had before we left was solar panels. During our time aboard in Mexico, our 28-year-old boat needed a new water pump, heat exchanger, riser, and alternator — all of which we had rebuilt at minimal cost in La Paz. When we returned to Alameda, Liam congratulated us on having gone cruising without having spent a small fortune on gadgets. In addition to being expensive, these can present obstacles to 'just doing it'. We also kept expenses down by buying many things from bargain bins and swap meets over a period of four years.

Here's a tip for first-time cruisers: Make sure you have plans for the winter holidays. Either return to your family in the States or have your family join you wherever you happen to be on the boat. If you have no family, at least immerse yourself in the local Christmas activities in La Paz, Mazatlan or wherever you happen to be. Christmas is the traditional time of family gatherings and happy children, and to not have that can cause unnecessary tears, loneliness and stress for those — especially women — who are far from home. We had our family down to the boat, and had some of the best times ever.

P.S. Thanks for the wonderful magazine — a very hot commodity in far flung places!

Capt. Rob and Virginia Gleser
Harmony, Islander 40 Ketch
Modesto / San Carlos, Mexico

↑↓KAT KEEPERS

My husband and I are in the process of acquiring our first sailboat, and I'm wondering if anyone can give advice on sea pets. We have an adventurous cat who will be joining us aboard, and I'm wondering how to best keep her out of the chilly Bay waters. I've seen the pet PFDs on West Marine's website, and am wondering if they are a total gimmick. I know a lifeline and harness might work, but she tends to get very tangled up in the course of her explorations. Any tips would be appreciated.

Jessica Gunther
Richmond Marina

Jessica — In general, cats make excellent boat pets, and the cruising boats of the world are full of them. It's our understanding that the pet PFDs are indeed a legitimate product that have saved the lives of numerous pets, particularly dogs. Perhaps some of our readers would be willing to share first-hand experiences.

↑↓SOY SAUCE AND WASABI IN THE LIFERAFT

We just arrived in Port Vila, after spending the last 3.5 months cruising the boonies. Vanuatu has provided some of the richest and most interesting cruising we have experienced to date. Waiting for me in the most recent pack of mail was, among other things, the last couple of issues of *Latitude*.

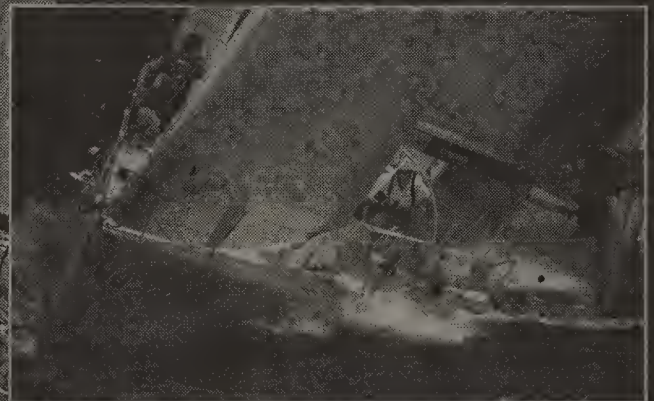
I read with interest and sorrow the *Final Log Entry of Passage West*. While I don't believe I've ever met the owner, Monk, I remember *Passage West* from my days of working at Club Nautique in Sausalito. I think Monk wrote an excellent account of his experiences. Fortunately, he lived to tell about it, was insured, and didn't let it ruin his passion for sailing and cruising. Good on him! I was particularly interested in a few

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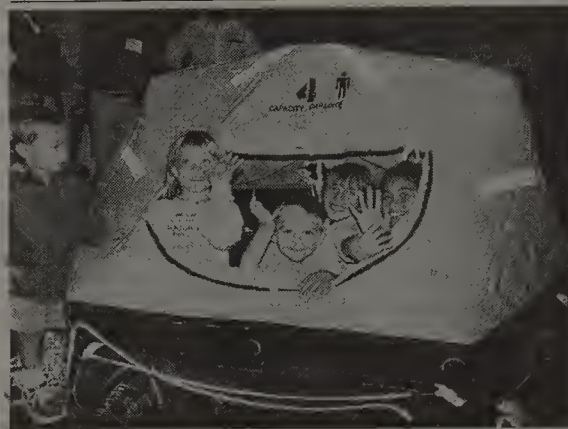
LETTERS

points he made in the article, and some of the lessons learned in the 'aftermath'.

First is the issue of his concern about the loss of his pocket knife and not being able to cut the tether to his liferaft. Many liferafts have a knife attached to the canopy near the tether for cutting away from a sinking vessel. If yours doesn't, con-

sider installing one at the next recertification.

I think it's also a good idea to have an up close and personal look at your liferaft when it is inflated during the certification process. You don't want your first time



Come see a liferaft demonstration up close and personal at the October 10 Crew List Party.

aboard to be in the middle of the ocean during an emergency. Many people are shocked to discover just how small their liferaft is! It would also be a good time to take a close look at what is packed in with the liferaft in the way of equipment and supplies. After reading Steve Callahan's *Adrift*, we added a hand-operated watermaker to our liferaft's gear bag, and stuck a portable VHF and GPS — plus extra batteries — into our abandon-ship bag when passaging.

Most cruiser's have some sort of 'abandon-ship bag' to carry all sorts of items that won't fit into the liferaft canister or valise. The normal items carried are extra flares, flashlights, food, fishing gear, first aid kit, sun protection, etc. The lesson to be learned from Monk's experience is to stick in the crew's passports and a copy of the ship's documentation while passaging. This should help to avert the 'illegal entry' issue. We now also carry a pack of U.S. currency — usually welcome everywhere — as it could come in handy in getting good transportation and perhaps cutting through some bureaucracy if we make it to dry land. In an emergency, there may not be time to gather up these things, or they might be forgotten.

In a lighter vein, some cruising friends of ours even carry little packets of soy sauce and wasabi in their abandon-ship bag — to help make raw fish a bit more palatable.

George Backhus
Moonshadow, Deerfoot 62
Port Vila, Efate Island, Vanuatu

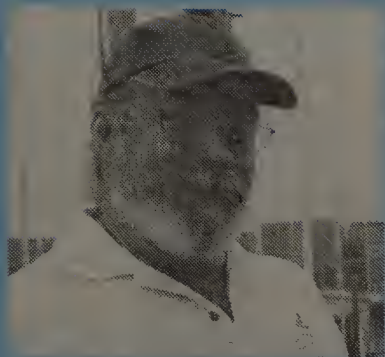
George — Trying out one's emergency gear in non-emergency situations is a great idea. When it came time to recertify our liferafts, we used to throw them off the side of the boat into the water, inflate them, crawl aboard, and sample the food and water. It was a real eye-opener in placid harbors, so a first time in rough seas would be really traumatic.

If anybody is looking for an opportunity to watch a couple of liferafts be inflated and have a chance to climb inside, they should stop by Latitude's Mexico-Only Crew List and Ha-Ha Kick-Off & Reunion Party at the Encinal YC in Alameda on Wednesday, October 10, from 6 to 9 pm.

SW PACIFIC WEATHER FORECASTS FROM N.Z.
Victoria University — located in Wellington, New Zealand

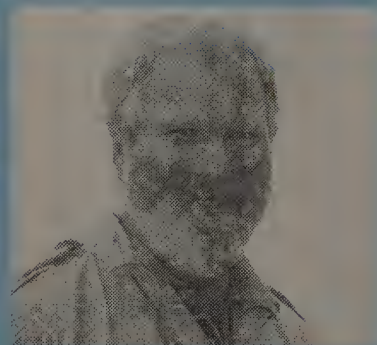
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LETTERS

— has a weather website that has proven popular for mariners with net access in the Southwest Pacific. And now they have started a free service for yachties. Depending on the request, every 12 or 24 hours they will email weather prognostications for the Southwest Pacific for the upcoming 24, 48 and 72 hours. This service will not only eliminate the need to get weather charts in other ways, but it will result in better charts than are currently available with weatherfax. It will be a particularly good way to get weather forecasts, particularly the 72 hour prognosis.

The information that gets sent out needs to be broken down using Fleet Code, a computer program that digitally converts weather and synoptic charts for easy emailing. Fleet Code is available as a simple zip file download from www.rsnz.govt.nz/clan/metsoc/program.html.

Cruisers can subscribe to the free service by sending an email to j.mcgregor@vuw.ac.nz. You will need to provide the following information: 1) Email address; 2) Complete name; 3) Boat name; 4) Which weather maps you want: 24, 48 or 72-hour prognostications, each of which is approximately 1.5 kbytes of Fleet Code; 5) Time of day 0000 or 1200 UTC (or both) that you want to receive the information; 6) The date you want to start and terminate the service.

This is a new service that is just out of beta testing. For what it's worth, the Victoria University Meteorology website is www.geo.vuw.ac.nz/meteorology/current/wafs/wafs.html.

Roger Young
Ballerina

Tauranga Bridge Marina, New Zealand 38° South

Readers — This is excellent news, because the 1,100-mile passage between Tonga or Fiji and New Zealand is normally one of the most dangerous that is commonly undertaken by cruisers. Since many cruisers will be heading to New Zealand in the next two months, it will be interesting to get feedback on how well the new service works.

↑↓YOU AND ALL YOUR STAFF LOOK LIKE RETARDS

Re: Last month's *Coastal Cleanup Day* and the *Coastal Commission*. You've done it again — written another misinformed piece about something that makes you and all your staff look like retards. You know, I've met you several times with a friend of mine, Warwick 'Commodore' Tompkins. Once when the two of us were eating dinner in Mill Valley, and at other functions such as his 65th birthday and the launching of *Flash Girl*.

In any event, many of my friends will be responding personally to your piece. But before that happens, you should know that most of your credibility has been shot to hell. You've got to be on some pretty good drugs to draw a conclusion between the brown shirts and some volunteers handing out oil absorbers and key floats. Obviously your personal paranoia has really gotten in the way of objective journalism, and it's too bad. I imagine the likes of West Marine — and people who don't spend most of their time with their face in a bong — will want to put some distance between you and themselves. But then you've got a lot of other friends, doncha?

Fast is fun — but not when you're dumb!

Kit Stycket
Point Richmond

Kit — When you're in a calmer frame of mind, please read our article. You'll note that after we stated our position against Dockwalkers, we made four arguments in support of it. Rather than rationally challenge our arguments, you've stooped to



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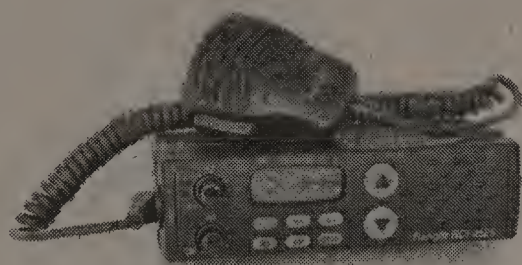


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LETTERS

accusing us of having our face in a bong and trying to distort our argument by taking words out of context. That's not the most fair or effective way to disagree with someone. When disagreeing over a matter, it's also considered proper form to admit one's biases from the outset. Since you — according to Commodore — are an employee of the California Coastal Commission, you had an obligation to identify yourself as such. As for all your friends who were going to write to object, none of them did. (Ed. note: One received after deadline, see page 86.)

As for our drug habits, we never used a bong in our life, and never even bought a lid. Didn't have to, for when we attended UC Santa Barbara and later UC Berkeley, there was so much pot smoke in the air you couldn't help but get stoned just walking down the street. But we think the effects have probably worn off by now.

Before the issue with the Dockwalkers article hit the streets, we made a courtesy call to Miriam Gordon, head of the Dockwalkers program to give her a 'heads up'. It may have just been a coincidence, but a day or so later we finally got a call — and had a pleasant conversation — with Peter Douglas, Executive Director of the California Coastal Commission. When we explained that we were unhappy that the Dockwalkers Handbook included extremely misleading factoids about boat pollution and failed to put the amount of boat pollution in context, he stopped us. "I'll tell you right now," he said, "boats are a minimal cause of water pollution." We think this should have been clearly stated in the Handbook, not to give mariners an excuse to slack off, but because it's the truth, and to encourage mariners to do an even better job. No matter how pseudo-environmentalists try to demonize us, mariners are not the enemy of clean water.

We then asked Douglas about his apparent opposition to creating fish habitats off the coast of California. "The jury is still out on those," he claimed, "particularly when things like old tires are used." We had to explain to him that just the night before we'd watched a television program describing the great success they are having with artificial reefs — made of tire chips and cement pyramids — off Miami. We also reminded him that hundreds of subway cars were right then being sunk off the East Coast to create sealife habitats. And 20,000 artificial reefs off Alabama have been instrumental in restoring at least one endangered fish species. Douglas remained adamant that fish habitats haven't been proven beneficial.

He did, however, say he "had something for mariners" — which turned out to be a 'marine vista preservation plan'. Apparently Douglas believes that mariners transiting the more rural parts of the California coast have a right — we're not making this up — to not see any houses along the shore! In other words, if you own a piece of coastal property in a rural area and want to build a house, the Coastal Commission thinks you should have to build it in such a way that it can't be seen from boats.

That odd notion paved the way for our musing about whether Douglas — who has been part of the Commission since the early '70s, and the Executive Director since the late '80s — may have gone J. Edgar Hoover on us. As might be expected, Douglas was very defensive about the issue, and said that just a couple of years before he'd asked for a vote of confidence and got one. He then turned the tables on us by asking how long we'd been doing our job. "Ah-ha!" he said when we told him it had been 25 years. He apparently failed to see the distinction between his being the nonelected head of an extremely powerful government agency and our being the head of a small private company that has to prove itself to readers and advertisers with each and every issue.



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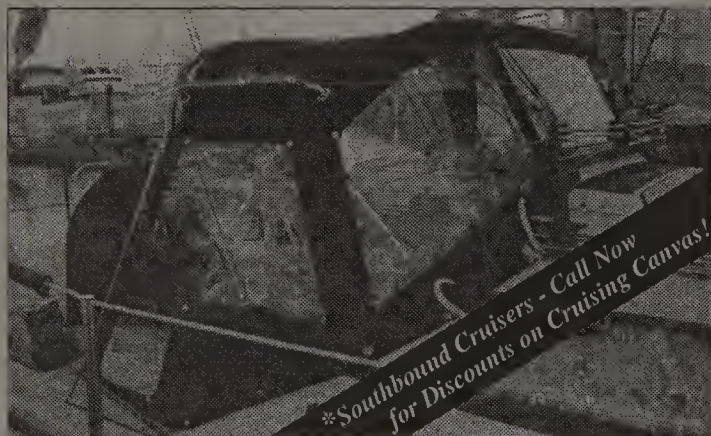
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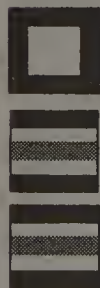


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LETTERS

Our final issue was how responsive he was to public input. He said that he could personally be reached by phone and/or an email address listed on the Commission's website. While this is true for BCDC Commissioners on that website, it isn't so for Douglas — though Douglas insisted that we were wrong about this and he was right. We encourage each of you to visit the Coastal Commission website and decide which of us is correct.

While we and Douglas obviously disagree on a number of key issues, he was friendly throughout and encouraged us to visit him in San Francisco to discuss common issues. We plan to do so during the winter.

Ironically, the only other comment we got on our article was from the head of one of the larger public marinas in California, who wrote:

"My purpose for emailing you is to echo the sentiment of the editorial on the Dockwalkers program. I've been doing a slow burn at the thought of non-boating do-gooders coming to my boat to teach me how not to pollute the Bay. As was touched on in the article, there is enormous political pressure to support this movement. Every city councilman in every beach town is in favor of this program to clean up after those "nasty boatowners" polluting our harbors. Any public official who would come out against this program would be labeled as pro-pollution and would surface as a target on the radar screen of every environmental group up and down the coast. Now we come to my real point. Miriam Gordon's job depends on the success of this program. Suggesting that people write to her is pointless because the information will never get to the decision-makers. Tell mariners to object to Peter Douglas directly."

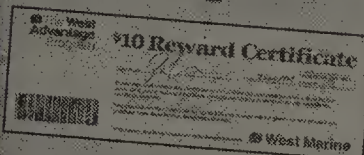
↑↓CHANGE YOUR TUNE OR WE'LL SEND YOU OUR BUGS

I absolutely can't let your slam against the Chesapeake Bay go answered. Just to remind everyone, here's what you wrote in response to Juan, who asked about the differences between sailing the Chesapeake and San Francisco Bay:

"There are some things that the Chesapeake has that San Francisco Bay doesn't. You mentioned the bugs and snowy, cold winters, but don't forget the heat and humidity — and sometimes hurricanes — of summer. Oh yeah, the lightning storms, too. Then there's at least three things that San Francisco Bay has that the Chesapeake doesn't: consistent wind, deep water, and spectacular scenery. We also have fog, but we're not sure if that's a good thing. As far as we can see, the only advantage is that the Chessy is only a couple of hundred miles from the great cruising of the Northeast, which all things considered, is superior to that of Southern California. If we had to move to the Chesapeake for business or family reasons, we would keep our boat on the bay for one summer and fall, then take her to the Caribbean. From then on, we'd commute to the islands one or two times a month for great weather and great sailing. If you bought tickets in advance, it would actually be quite economical — and a heck of a lot more fun."

Hard as this may be for you to believe, we don't all sit around our boats huddled in the cabin during hurricanes, thunderstorms, and ice storms wishing we lived in San Francisco or New England. The collective experience of our yacht club covers much of the U.S. and the world, and we are all pretty sure that we have it about the best of anyone. I have sailed San Francisco Bay, and while it is fun, I am in no hurry to trade our 200-mile long bay with thousands of miles of shoreline for daysailing in cold wind and waves. We have an incredible variety of scenery, wildlife, and weather. Sometimes it is too hot, and sometimes it's too cold. We have light air sometimes in summer, along with 90-knot thunderstorms.

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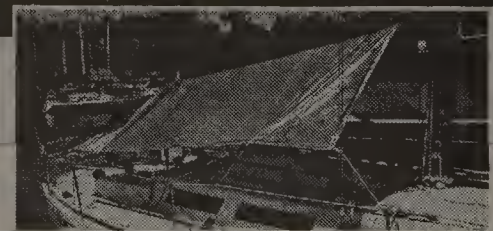
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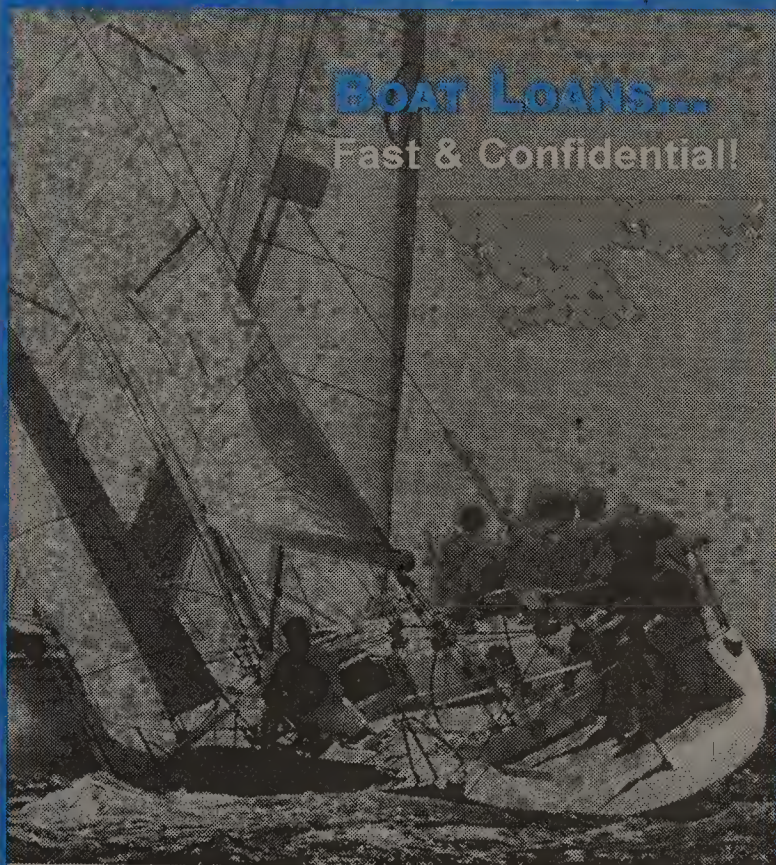
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LETTERS

This may be a little difficult for those used to more consistent wind speeds, but you learn to handle it. On the other hand, I'm always reading about hassles you have with the Coast Guard, various harbor police departments and liveaboard hassles. If we want to move aboard our boats here, we just do it. And unless you insist on being in downtown Annapolis, there are plenty of slips for all. You can anchor where you want to, and even put down moorings with no government hassles. Maryland has no yearly tax on boats. I think you have also severely exaggerated our winter weather. Some years it is cold and snowy, but not consistently so. We have racing here year-round and decent cruising from April to November. I have been sailing on Christmas day in 70° weather more than once — which is more than I can say about San Francisco in June!

I especially take exception to the comment about our only good feature is being 200 miles from New England. To us Chesapeake Bay sailors, New England looks like a severely overcrowded place with rocks, fog, too few anchorages, and too short a sailing season. In three weeks I have done round trips to Bermuda, with one week on the island. Where do you get in one week from San Francisco? You'd better say something real nice about us or I will start boxing up our bugs and mailing them to you!

P.S. — Reader Rick Daniels asked about storage on the East Coast. If someone is not going to use their boat, storage would be far less expensive. The Chesapeake has many great hurricane holes, but I wouldn't leave a boat sitting on a mooring for eight months unattended. Since we sometimes have thunderstorms with winds that reach or exceed hurricane intensity, our yards block the boats on land to withstand this. None of the hurricanes we have had here have caused any kind of large scale damage to boats on land. The biggest hurricane risk is from extreme tides for boats in slips.

Joe Della Barba
Commodore, C&C Sailing Club
Chesapeake Bay

↑↓ **BEGGING TO DIFFER ON THE CHESAPEAKE**

I beg to differ on your opinion of the Chesapeake. In 1983, my company transferred me to southern Maryland, so I had my Nor'Sea 27 trucked there. I lived aboard for two years at Solomons, Maryland, and really enjoyed living there.

Sailing on the Chesapeake is quite different from San Francisco Bay. For one thing, it's mostly light-air sailing, with an occasional squall to contend with. It does get kind of hot and humid in the summer, and very cold in the winter. But the spring and fall are very nice.

The best thing about the Chesapeake is that there are lots of places to go cruising, both for a weekend or for a month. There are also lots of restaurants with great seafood right on the water, and many of them have docks for those who arrive by boat. The bay is full of interesting boats, too, such as the Skipjacks that still dredge for oysters, and an occasional Bugeye ketch. There are rivers to explore and islands — such as Smith and Tangier — where the people were isolated from the mainland for so long that they speak with an Elizabethan accent.

I don't know what the marina prices are like now, but when I first got back there I was quite surprised. The quote I was given was slightly higher than what I'd been paying per month on San Francisco Bay. Then I learned the quote was for 'the season' — six months! This was for a liveaboard slip at a nice marina with a pool! I do recall that some of the marinas charged quite a lot for just an overnight stay, but those were

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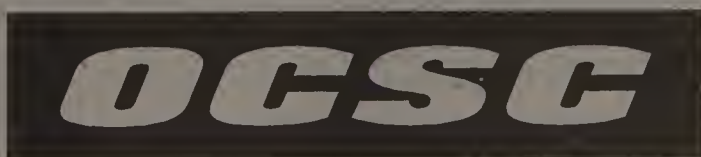
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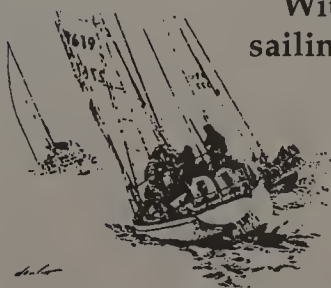
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LETTERS

at resort marinas with restaurants, golf courses and other major amenities. There are lots of places to anchor out, so you don't have to pay the exorbitant prices.

It is true that an occasional tropical storm will come through that area. But there are lots of sheltered areas to anchor in and ride it out. All in all, I would recommend the Chesapeake as a cruising area. In fact, I would like to go back there someday.

John W. Bunnell
Restoring the cutter *Weatherly*
San Jose

ATTACHING DIGITAL PHOTOS

We will be heading off to Hawaii soon aboard our Union 36, and plan to log into your *Changes in Latitude* online. Will we be able to attach digital photos to the log-on page? And if so, in JPEG format? I didn't see any way to do so.

Bob Hungerford and May Jane Saveskie
Jasmine
Heading to Hawaii

Bob & May Jane — While our website is not specifically set up so that you can send us your digital images while browsing, you can, of course, send them as attachments to an email message. (From our home page, click on "Contact Us" for hotlinks to all staff email addresses. Changes in Latitude and Letters submissions should be sent to richard@latitude38.com or editorial@latitude38.com.

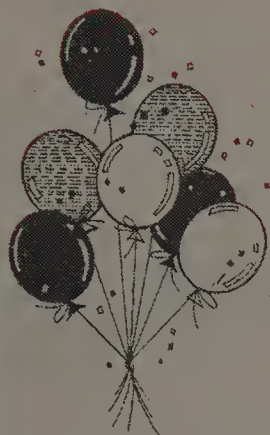
Please note, however, that in order to be usable in print, images must be at least 1000 x 750 pixels per inch. Shots taken at 'low resolution' settings in order to save storage space are often unusable in the magazine — which is a source of tremendous frustration for us. Please note also that if you want to scan snapshots and send them to us, set the scanning resolution to 300 dpi (dots per inch) or higher. JPEG format is fine for us, and we are equipped to deal with images that have been compressed via either ZipIt or StuffIt software. (This makes the file size smaller and speeds transmission time.)

Finally, the above assumes you plan to forward your images via a shoreside cyber cafe. You cannot send attachments via SailMail. However, you can do so using a Globalstar/Qualcomm satellite system or via the Winlink Ham radio system, but both have definite limitations. All this being said, we absolutely love receiving good digital images from far flung cruising grounds, and we greatly appreciate the effort some cruisers make to get them to us. So keep those (electronic) cards and letters coming.

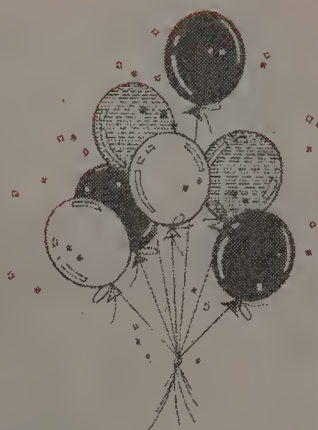
I THREW ALL MY GUNS INTO SAN FRANCISCO BAY

Like Steve Faustina, I also retired from the Oakland P.D. with 25 years in municipal law enforcement. Including several earlier years with the Marine Corps, I spent my entire adult working life carrying a gun. Shortly after my retirement, I held a private ceremony at the end of the dock, and threw all my personal guns into San Francisco Bay. The service ended with the prayer, "May everybody die a natural death — particularly me." For a cop, guns are part of the tools of the trade. When the job ends, you don't need those tools any longer.

After my retirement, my wife and I cruised from San Francisco to Ft. Lauderdale, taking 3.5 years for the adventure. In the course of that cruise, the only incident occurred while anchored in the old harbor of Mazatlan. We were boarded in the wee hours of the night by three men who broke the lock and stole our outboard. There was literally a Mexican stand-



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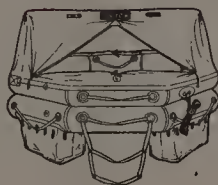
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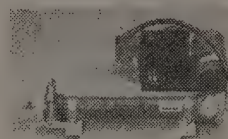
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Partial Listing of Products and Manufacturers on Display

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- Oct 16 Cruising with email/Communication at Sea – Gary Jensen
- Oct 23 Making and Staying Friends with Your Engine – C.F. Koehler
- Oct 25 Spanish for Cruisers – Kathy Parsons
- Nov 1 Healthy Cruising: Medical Resources/Advice – Jan Loomis, RN
- Nov 6 Tales of a Sea Gypsy – Ray Jason
- Nov 8 Cruising the Sea of Cortez – Gerry Cunningham
- Nov 13 Safety at Sea and Equipment Review – Bruce Brown
- Nov 15 Cruising with email/Communication at Sea – Gary Jensen
- Nov 20 Weather Watch: Marin Weather and Forecasting – Dan Brown
- Nov 27 Key West to San Diego via Cuba and Panama – C.F. Koehler
- Nov 29 Making and Staying Friends with Your Engine – C.F. Koehler
- Dec 4 Cruising the Net: Internet Resources of Interest to Cruisers – David Bond

• All seminars start at 7:30 PM and are held at Point Loma Assembly, 3035 Talbot St. Seminars are \$3/person.

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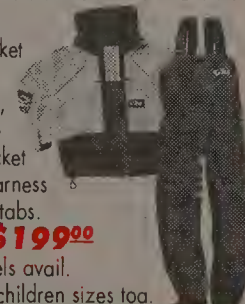
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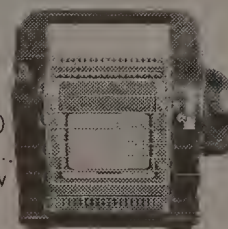
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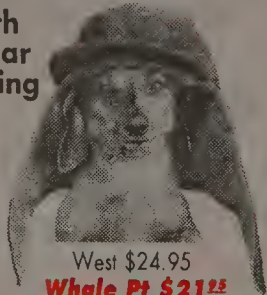
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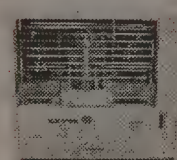
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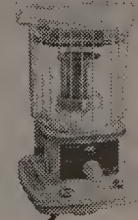
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LETTERS

off, as two of them were in the water with knives and I was in the dink with an oar. The end result was that we lost the motor and nobody got hurt. It wouldn't have made any difference if I'd had a gun, for the outboard wasn't worth anybody getting killed over.

In my years as a police officer, probably the most dangerous part of the job — on a daily basis — was changing clothes in the locker room with 40 men waving guns around. Over the years, they had accidentally 'killed' the Coke machine and several lockers. Similarly, some cruisers I met carried more weaponry than a military fire-team. I remember hearing a cruiser in Acapulco telling of firing at the bridge of a tanker for failing to recognize the sailor's right-of-way. Forget the pirates, it's people like that who are scaaarrry.

In my experience, if a lethal weapon is available, the thinking is that a show of force will quickly settle the simplest of altercations. In truth, weapons only escalate the problem.

The second question Faustina was asked is how he identifies himself when dealing with foreign police officers. In Mexico, Central America and Europe, I have identified myself as a retired officer. In all cases, it has been a very friendly, positive, professional experience — even though most foreign officers think of their American counterparts as Dirty Harry.

My advice? Throw away the guns, carry a smile and a good attitude — it will be a great cruise.

Dave Jennings

Ciao Bella

Tahoe / La Paz

AMEX IS GOOD

In the September issue, Margaret Weller and Conrad Hodson asked about the best credit card to use while cruising, and you recommended Visa. It's true that Visa is accepted just about everywhere, and was my primary card of choice for cruising. There is, however, one significant fact about American Express that made it very useful to Mary and me while we were in the Caribbean. When you present an Amex card to any Amex office in any country, you get immediate access to your checking account in the States up to \$1,000 per month. That's pretty useful, and I'm sure you can negotiate a higher limit. What it means is that they will take your personal check and give you Amex Traveler's Cheques for the same amount — except for the 1% fee. And Amex Traveler's Cheques are accepted just about everywhere we went in all the islands — including the French, Dutch, and Spanish. We found Visa and Amex to be the ideal combination.

Donald Farquharson

El Cerrito

Donald — Since we travel a lot, we carry Visa, MasterCard and Amex. But we don't see the advantage in the Amex check cashing feature. Paying \$10 to be able to get \$1,000 in traveller's checks is no bargain when you can use your debit card to get the same amount in local currency — which is accepted everywhere — for about half the price. Further more, who wants to wait for the Amex office to open when ATMs work 24-hours a day? We're not suggesting it doesn't make sense to carry Amex, just that it might not be the cheapest way to get money.

CREDIT CARDS FOR TRAVELING

In response to your reader's questions about which credit card to take overseas, I have traveled/sailed/worked extensively in over 30 countries, work in a related industry, and might be able to provide some direction and resources for further inquiries. The short answer is when traveling over-

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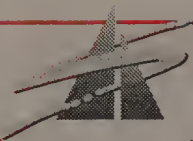
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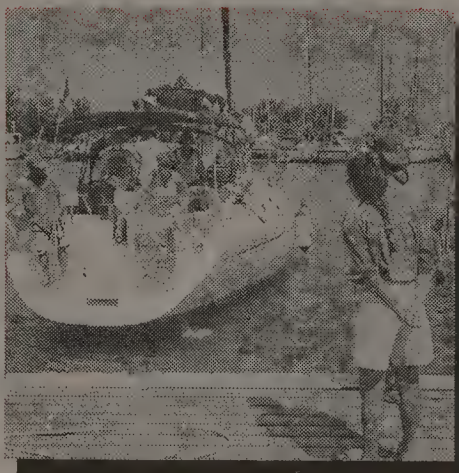
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LETTERS

seas, choosing the 'right' credit card is a function of what countries you will be visiting, length of travel, and financial services you will require.

Here's some basic industry info: Visa is roughly twice the size (\$1.5 trillion — yes, trillion U.S.) in terms of value of transactions worldwide compared to MasterCard, but both Visa and MasterCard are accepted at about 22 million shops, vendors, and ATMs worldwide. American Express is a distant third.

Here's a quick comparison of issuer programs: American Express requires that you pay the full balance each month — although the new 'Blue' Smart Card is just like a normal credit card. Amex members can receive their mail at local offices and/or have it forwarded to any Amex office worldwide. And most major cities and resort destinations have multiple offices. I used this feature for one year to have all my mail forwarded to the Bangkok Amex office while I traveled in various Southeast Asian countries. Later, when I spent one month on a project in Bali, I had them forward my mail there. It wasn't 100% reliable, but I got most of my mail.

Visa and MasterCard both are much more widely accepted than Amex — in part because they charge vendors lower fees. When it comes to choosing between Visa and MasterCard, it depends on the country. In some countries you'll find one more accepted than the other, but the opposite will be true in other countries. Sort of like Coke and Pepsi. In all westernized countries and regions — Europe, Australia, Japan, Korea, Hong Kong, Singapore, Thailand, Malaysia — it's about equal, although Visa might be a little more widely accepted. Both Visa and MasterCard have ATM locator search engines on their respective websites, which are: www.mastercard.com/cardholderservices/atm/index.html, and www.visa.com.

The choice is not just between Visa and MasterCard — which are really marketing and payment associations — but which bank issues the card, such as Bank of America, CitiBank, Wells Fargo, Provident, Capital One and so forth. In fact, many banks offer both cards. There are also major differences in the credit card 'programs' — Gold, Silver, Platinum, Advantage Gold, Air Miles Silver, UCLA Alumni Gold card, ad infinitum. Different programs offer significantly different interest rates, loyalty programs — air miles, cash back, nonprofit donations — yearly fees, credit limits, etc. Most bank credit cards charge a 1% fee on international transactions, but some are as high as 3%. Read the fine print or ask. If you'll be travelling where a credit card issued by a U.S. bank might not make you new friends, consider getting one from an offshore bank.

How to decide between all these choices? First, spend some time thinking about a wish list of features important to you. Then call around or shop the web for the banks offering the card with the features you want. A great non-biased source of credit/smart card information is www.cardweb.com. You can find just about everything you want there, as the site has stuff for consumers (card/bank/program comparisons and lots of advertising), and industry executive information (subscription based). Another site that is more industry focused but has great consumer links is Card Technology at www.ctctst.com/CT/.

Here are some personal examples of cards I decided to use. While working in India for two months, I only used my Bank X credit card for big purchases such as hotels, planes and other travel. I used my Bank X savings/checking/debit card to get cash at ATMs in local currency for smaller things such as taxis, tips, and so forth. When in India, I would go

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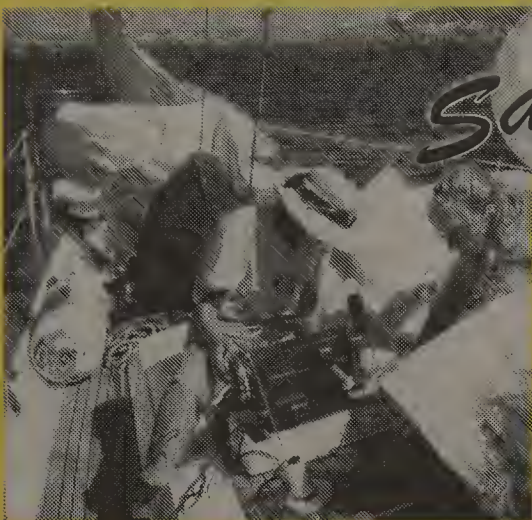
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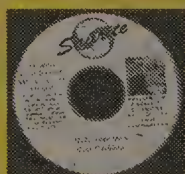
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LETTERS

online at any of the numerous cyber cafes to view all my credit card bills, balances, and stock portfolio, and then transfer my monthly credit card bill payment directly from my checking account. I also paid my U.S. utilities/rent/parking bills online. I don't worry about card interest rates because I pay my balance in full each month. Instead, I chose a good frequent flyer program, online access/payment, high cash advance limit, and no annual fee. As I expense lots of business and big-ticket items, the free air miles give me at least two free round-trip air tickets anywhere in the world.

With a little thought, planning and research, you can choose both the bank and card program that suits your financial needs during your overseas travel. To choose the 'right' credit card(s), don't be afraid to shop around, work with an offshore bank, and have a few unused credit lines for emergencies. Safe travels.

'Scully' Scales
Dreamin and Sea Wolf
San Francisco

Scully — Great information, thanks for sharing it with us.

PIER REVIEW

I know it's not a new idea. I also know that it would be most difficult, very costly, take an act of God to start and forever to finish. But so what, as what worthwhile public projects don't? I think it's time for what remains of the Berkeley Pier to be removed. Let's get rid of this eyesore and hazard to navigation. Do you think it can be done?

Mike Maloney
Shenanigans, C&C 36
Berkeley

Mike — We're not experts on what's left of the Berkeley Pier, but we never thought of it as a hazard to navigation, and think there are worse eyesores. In any event, we suspect the money needed for that project will now be used for more urgent projects.

WHICH SAT PHONE IS BEST?

I just came across your website — I'm an East Coaster — and found an amazing amount of info to help me on my trip this spring from San Diego to Panama and then on up to New England. One question. I've read where in the past you guys used the Globalstar phones and service for the Ha-Ha. I've been checking into satellite phones and have found that Iridium is back on their feet and seems as though they might offer the best deal for initial cost as well as cost per minute. Is there something I don't know about, or are you guys going to use Iridium now?

Sprague Theobald
East Coast

Sprague — Two years ago, Iridium was the official communications system of the Ha-Ha. Last year — and again this year — it was/will be Globalstar. So we're familiar with both systems. Although both are satellite telephones, they use different technology, and therefore have different characteristics. Iridium, for example, covers the entire world, while Globalstar's 'bent pipe' technology limits coverage to within about 250 miles of the coast. On the other hand, a very high percentage of our Globalstar calls went through, and the audio quality was superb. When we used the Iridium, only about 80% of the calls went through or didn't get dropped, and the sound quality ranged from decent to extremely poor. So it's not so much a

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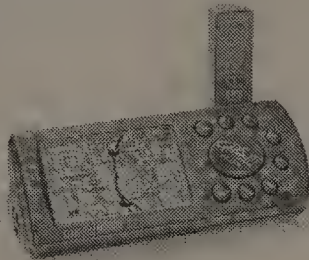
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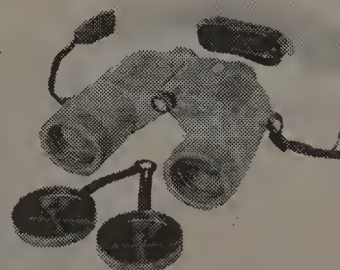


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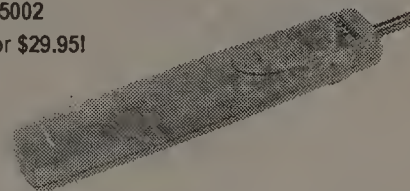


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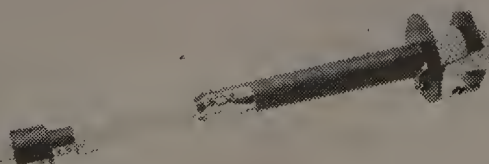
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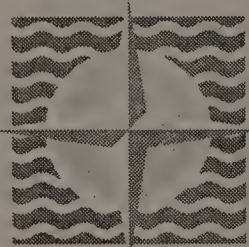
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case of which is the better phone system and which is the least expensive, but rather which best meets your needs.

HA-HA FUNDRAISER

Could you please repeat the information and invitation for the Baja Ha-Ha fundraiser for the people in the mountains above San Blas?

Dick Long
Diving Unlimited International, Inc.
San Diego

Dick — The next fundraiser will be in the middle of the Ha-Ha when the fleet gets to Bahia Santa Maria. If you're not part of the Ha-Ha fleet, it's going to be hard to get there. We'll also be having a fundraiser during the Banderas Bay Regatta out of Paradise Marina next March 15-17. If you want to set up something in San Diego for next April, we could probably do that also.

YOU DO IT FOR THE EXPERIENCE

Here are a few comments on topics recently discussed in *Latitude*.

I agree that there is no real necessity to have a sextant aboard these days. Of course, there is also no pressing need to own a boat or to voyage under sail at slow speed and great expense. You do it for the experience and the satisfaction. It



The Ayala Cove anchorage — a candidate for Catalina-type moorings?

is for these same reasons that I use my sextant when going offshore. There is also the chance that celestial observations will have practical value as well.

If you find my opinion strange, consider that the rewards of many of our endeavors are frequently more spiritual than practical. For instance, I'm certain that *Latitude* provides you with a good income and good job — but I also believe that your knowing that you provide joy and valuable information to an untold number of appreciative readers each month must give you satisfaction as well.

The ability to communicate in Morse code (CW) is different. It has — or had — greater practical value. While I enjoy working CW with a competent operator, the practical advantage is also very real. CW transmissions will get through and without language problems, where voice transmissions fail. However, Morse code is largely gone from all but amateur radio communications now. I regret this, as I'm licensed to work and operate commercial CW on my boat.

With regard to your advocating the installation of Catalina-style moorings at Angel Island and Richardson Bay, it's an excellent idea. Such moorings are a cinch to pick up, and allow greater and safer usage of an area. I don't often engage in the zoo-like activity at Ayala Cove, but this year I did it a

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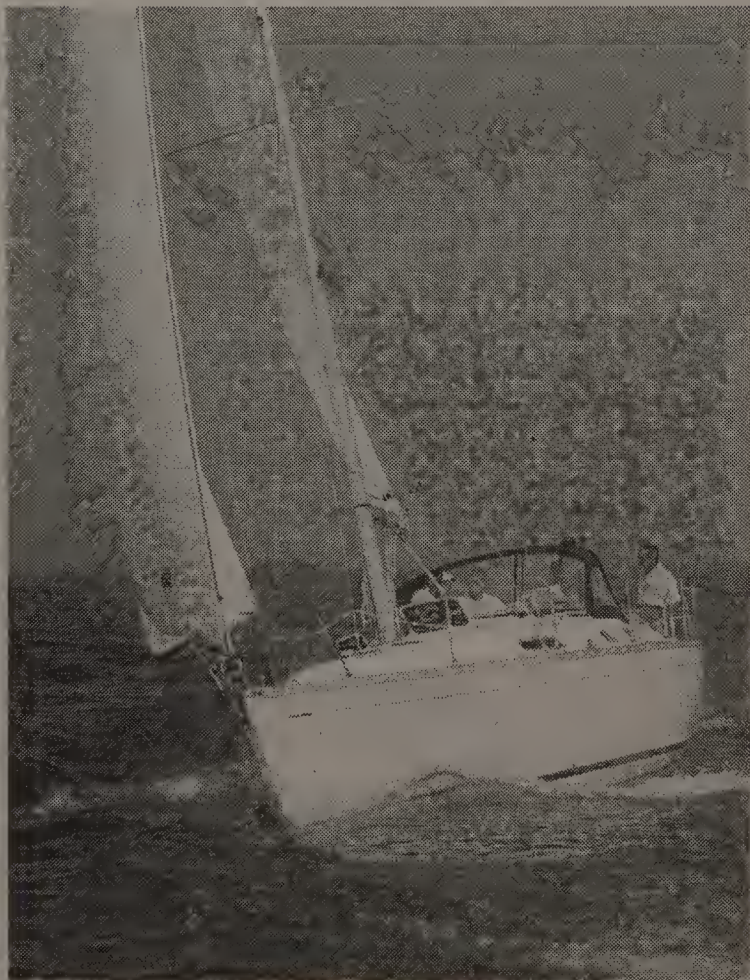
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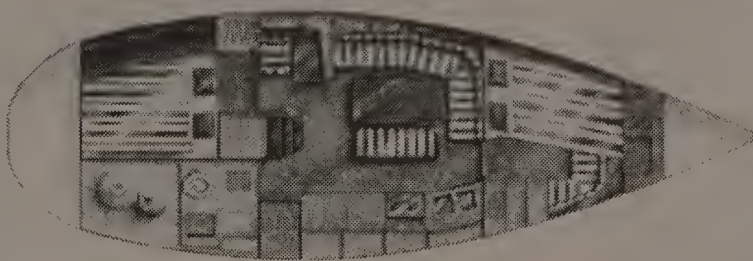
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LETTERS

couple of times on my way out the Gate. Picking up a mooring in the cove is now a challenge for the solo sailor, as most of the time it's antisocial to tie to a single mooring. So after you tie up to the first buoy, you have to launch a dinghy to tie up to the other one.

In the past, the buoys at Ayala Cove all had a rigid ring on top, which made it easy to grab them with a 'happy hooker' device. Now most have a loose ring or shackle, which renders the happy hooker nearly useless. If your deck is too high to slip a line through the ring by hand, the buoys pose a problem. And with the present layout of buoys, boats are often moored so close that they collide. I lost a long section of good line last time when the bowsprit bobstay of a strangely moored Westsail sawed through it!

The Park Service should at least restore the buoys to their previous condition — or, better yet, replace them with the Catalina-type moorings. Lying to a single anchor in a nice spot is always better, but with few decent anchorages in the Bay, we must make the most of what we have. A better mooring system is a great step in the right direction. Some will condemn this as L.A. creeping north, so let me add more blasphemy: Often times I will gladly trade the Bay's near gales and poor anchorages for the mild winds and great island anchorages of the Southland.

Louk Wijsen
Noordzee
Ballena Bay

Louk — Thanks for sharing your opinions. You're right, a lot of the joy of Latitude is being able to produce something that most sailors seem to enjoy picking up and reading. For us, the magazine has always been more of an art project than a business.

↑↓MAYBE WE SHOULD BAN BOX CUTTERS AT SEA

Over the years, we've all read crazy stories of large, wayward ships — often owned and/or operated by Third World countries, yet crewed by people from other countries. What security is in place for these errant vessels? If an airplane with only 25 tons of fuel can be commandeered and cause such devastation in New York and Washington, D.C., it brings to mind what havoc a fully laden VLCC might bring to bear by striking the South Tower of the Golden Gate or some other accessible target. Are they not capable of carrying greater than 1,000,000 barrels of fuel? Is that more than 25 tons? Maybe we should ban box cutters at sea?

Gregg Johnson
Sundancer
Coyote Point

Gregg — Ships intending to enter San Francisco Bay have to take on bar pilots near the Lightbucket, about 10 miles outside the Gate, and are constantly tracked on radar by Vessel Traffic Service. As such, it's highly unlikely that a VLCC — which probably wouldn't even fit under the Golden Gate — would be able to mount much of a sneak attack. That's not to say that the Golden Gate Bridge, a great symbol of America, doesn't have vulnerabilities. We like to think that much consideration has been given to its defense, and that much of it is not obvious.

↑↓ART ON SAILS

I'd like to make a few corrections to the August issue's *High Flying Art* article on sail graphics. My name is Gae Pilon, and I live and work in Port Townsend, Washington. The name

Now 6 California Locations!

For the umpteenth thousandth time you drive across a bridge on a sunny day, gaze at the boats on the water and promise yourself this is the year you're going to get out on the water! But how? Rushing out to buy a boat seems a bit impetuous when you don't even know if you're going to like it. Lessons might be a good first step, but then what? A good club can get you off on the right foot. We humbly suggest you check out Club Nautique for the following reasons:

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Trawler School

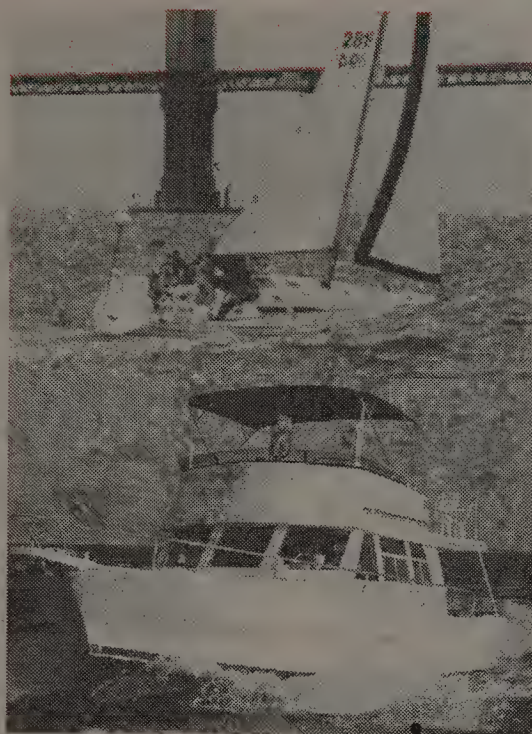
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No, we can't actually control the weather, but at least we've located our clubs where the weather is better. It's nice to enjoy sunshine rather than fog and it's nice not to get blasted by the wind the moment you poke your nose out of the marina. Visit us and decide for yourself.

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If you want to cruise, race or socialize, we're the only boating club that does it all. As a

member of Club Nautique, you are also a member of a yacht club. So when you're harbor hopping, you'll be able to visit other yacht clubs and enjoy their hospitality — guest dock, restaurant, bar, etc. It's a great way to cruise!

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We are the only club with its own yacht brokerage office and dealership, so if one day you decide it's time to stop chartering and start owning, every dime you've paid in dues may be applied to your new boat.*

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of my business is now Art On Sails, and I exclusively do inlays rather than appliques. An inlay is integral to the sail — with the sail being cut away, it gives a stained-glass window effect. An applique, on the other hand, is applied on top of the cloth. If one reads 'inlay' rather than 'applique', the article reads as it should.

By the way, I do not have a photo of *C'est la Vie* in my portfolio, and would love it if Keith and Susan would contact me at info@artonsails.com.

Gae Pilon
Art On Sails
Port Townsend, Washington

Gae — Thanks for the correction.

WINTER BOAT CHARTERS IN MEXICO

Help! We're looking for a reasonably-priced boat charter for two adults in the middle of December in Puerto Vallarta, Mazatlan or Baja. So far everything we've come across has been cost-prohibitive. We're looking for an older boat. Can you suggest who we should contact?

Stirling and Diana Peart
Cyberspace

Stirling & Diana — If you're looking to do a low-cost charter, we presume you want to bareboat. Most bareboat charters are predicated on carrying a minimum of six guests, so you might have trouble finding what you're looking for from a traditional charter company. Often times there are ads in *Latitude* by individuals willing to charter their boats. Or, you might take out a *Classy Classified* asking if any boatowner in Mexico might be willing to charter or 'trade time' on his/her boat with you. We say 'trade time' because there are a lot of bureaucratic restrictions and potential hassles with formal charters in Mexico.

When it comes to locations for chartering in Mexico, there are major differences. In Baja — no matter if you're up around Puerto Escondido or further down at La Paz — the water will be too cold for swimming and you'll be subject to Northerners. Mazatlan is a wonderful city that many cruisers love, but there's a limited amount of nearby cruising destinations. Puerto Vallarta and Banderas Bay would offer both the best weather and the best nearby cruising destinations.

THE LAW OF SUPPLY AND DEMAND

Your response to the 'scarcity of berths' letter was an eye-opener. I had no idea that you had become so hostile to infrequent sailors and liveaboard boaters. If your idea of raising marina rates to \$25/foot/month, with credit for use, were to be implemented, the marinas would be empty — except for the handful of people who race. I doubt that you would fill one marina.

Perhaps the scarcity of berths is a big problem in Santa Cruz, but I just don't see it in the East Bay. I think the Knueppels are correct, and that the situation will eventually regulate itself through 'supply and demand'.

I agree there are boats which simply seem to take up space in marinas. Every marina seems to have a few run-down old clunkers that aren't worth a month's rent. It amazes me that people shell out the cash year after year for these things. A few years ago, I inherited such a boat — even the Sea Scouts didn't want it. I was surprised that there just don't seem to be any junkyards for boats where they can be taken. You can haul off an unwanted old car, but fiberglass boats don't decompose, and old woodies aren't worth the effort to haul, de-

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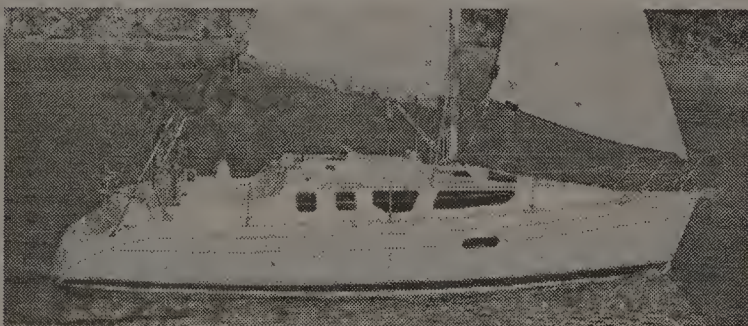
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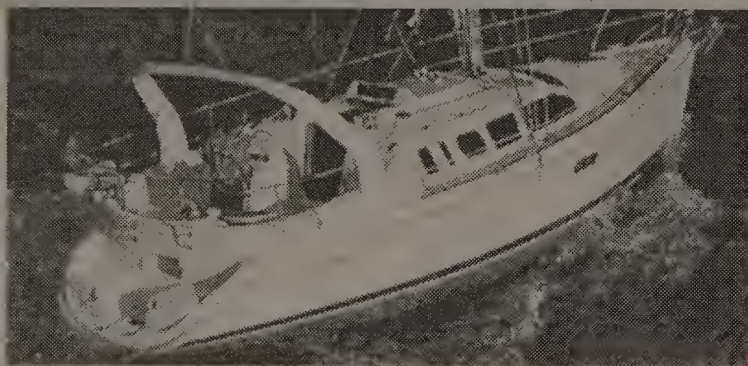
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LETTERS

molish and rid of toxic waste. I suspect one of the reasons that near derelicts still occupy slips is because it's cheaper to keep them there than it is to get rid of them. I think an inexpensive solution to this problem would free up quite a few slips.

Peter Thelin
Bullfrog, Catfisher 28
Oakland

Peter — You completely mischaracterize our position. We're not the least bit hostile to people who use their boats infrequently or to liveaboards. In fact, we support them completely — as long as they don't deny others access to the water. By the way, this is not a racers versus non-racers issue. Many racers who want to be competitive these days drysail their boats — and we're talking about big boats, not just 20 to 30-footers.

Whether or not there is currently a scarcity of berths problem in the East Bay is immaterial to thinking about the principles of who should get berths and why, because there currently is a serious berth shortage problem in many areas. And given the difficulty of getting new marinas built, it will ultimately become a problem in the East Bay, too.

You're taking the \$25/ft figure completely out of context. The idea is that the marina collects fees at an average rate of \$8/foot — or whatever — for folks who use their boats a normal minimum amount. And yeah, just farting around on the boat at the dock might well be considered using it. The only people who would pay more than \$8/foot are those people who are merely using a slip for storage, thereby denying water access to others. It puzzles us why you want the government — meaning taxpayers — to subsidize people who deny others access to the water. People who need to store boats can do so in outlying areas where there are plenty of slips.

If you don't like our 'use it or lose it' concept, that's fine. But remember the last time we tried your 'supply and demand' solution to govern a commodity when there wasn't an adequate supply? That's right, the energy crisis that has now saddled Californians with billions of dollars in unnecessary debt. What a terrific model. By the way, the nautical version of that is in effect in Santa Barbara, which is why if you want a 50-foot berth there, you have to expect to pay a private individual about a \$50,000 surcharge for whatever boat he happens to have in the slip at the time. Assuming, of course, Larry Ellison doesn't fancy the same slip and decides to pay a \$100,000 surcharge.

If you can't figure out why people pay for slips in which they keep unused and/or derelict boats, we'll explain it to you. At the Ala Wai in Honolulu, it's because a mere \$200 a month gives them a waterfront residence on Waikiki in perpetuity. Who could possibly give it up, seeing they'll never get another chance at a deal like that in their lives? In Santa Barbara, it's because the surcharge on the price of a person's unused slip keeps appreciating all the time. After all, they're not building any more California waterfront, and they're not building any more slips in Santa Barbara either. Interestingly enough, Santa Barbara harbor officials estimate that getting rid of the marina's derelict and never used boats would probably free up a minimum of 120 badly-needed slips.

What to do if you find yourself stuck with a boat you no longer want and even the Boy Scouts won't take? Our first suggestion is to call Richardson Bay Harbormaster Bill Price and see if he can't get his volunteers from San Quentin to chainsaw it up and toss it out with the other derelicts at the Army Corps of Engineers facility in Sausalito. If that's a no go, you could always clean the boat of all the toxic materials, take

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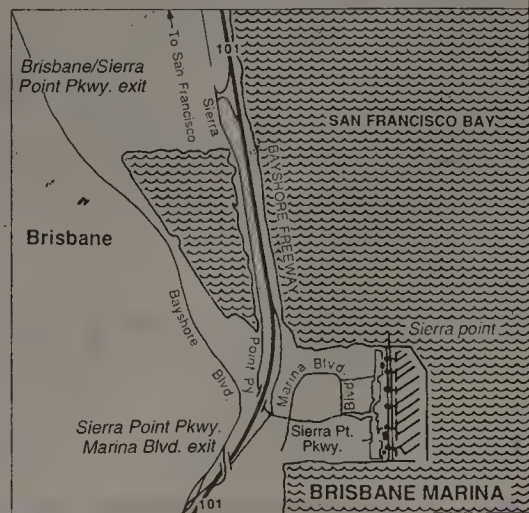
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LETTERS

her somewhere outside the Gate, and have a thru hull failure. The California Coastal Commission may not believe in artificial fish habitats, but we do.

↑↓C-MAP CARTRIDGES

Last month a reader asked about renting C-Map cartridges. Cartridges from both C-Map and Navionics are available for lease. There are 30, 60, and 90-day leases. The cost is on a prorated basis: 30 days is 33% of the cost of buying the cartridge outright; 60 days is 50% of the cost; and 90 days is 75% of the cost. If you're going to rent a cartridge, be sure to allow some time for setting up the lease and return, as it's not something that can be done two hours before you take off on a trip.

These cartridges also have trade-in value. Typically, a cartridge trade-in reduces the new cartridge's price by around 50% of the original value of the old cartridge. This can be a good deal if you need a set of charts for more than 90 days or are not in a position to get them returned on time — say if they're being sent back via the Guatemalan postal service.

Each cartridge company has unique points regarding rentals, trade-ins and updates. We're dealers for all of them and program cartridges in house, too, so we always have the cartridges in stock and up-to-date for immediate delivery. In general, it's possible to buy a new cartridge in less than 15 minutes.

Marilee Shaffer
Waypoint
Alameda

↑↓OLIN STEPHENS AND MAINE

Having just returned from a sailing trip in Maine, I thought the California sailing community might enjoy an update about one of the greatest naval architects in history: Olin Stephens of Sparkman & Stephens. Folks in the town of Castine, Maine — which is on Penobscot Bay and has a year-round population of 200 — have a big interest in old wooden boats. In order to honor the 70th birthday of *Dorade*, the first and perhaps most famous S&S ocean racer, members of the Castine YC thought it would be great to assemble a fleet of classic S&S designs and have a race to Camden some 20 miles across the bay. And to invite Olin Stephens to participate.

It's unclear to me why anyone thought that Stephens, who is 94, would attend. Perhaps the fact that he recently published his autobiography, *All This and Sailing, Too*, had something to do with it. Or maybe the author and Castine resident, Rusty Bourne, who wrote *The Best of the Best — A History of Sparkman & Stephens Yachts*, had inside information or connections. In any event, Olin agreed to come and race with us.

The race was held on August 2, and more than 30 vintage S&S yachts from all over the Northeast showed up to strut their stuff for the designer. Olin arrived the day before, having driven himself 250 miles over difficult, narrow roads from his home in Vermont. A dinner was held in his honor, and he spoke with clarity and authority. Among other things, he noted that wooden boats "smell better" while being created than do those of other materials. Stephens was the Bill Lee of his time in that his boats were radical departures from what preceded them, but interestingly enough, he was disdainful of the current trend to build replicas of boats he and others drew many decades ago. He described them as "questionable investments", given that modern designs are so much more fun to sail.

When it was time to race, Olin was invited to sail on the

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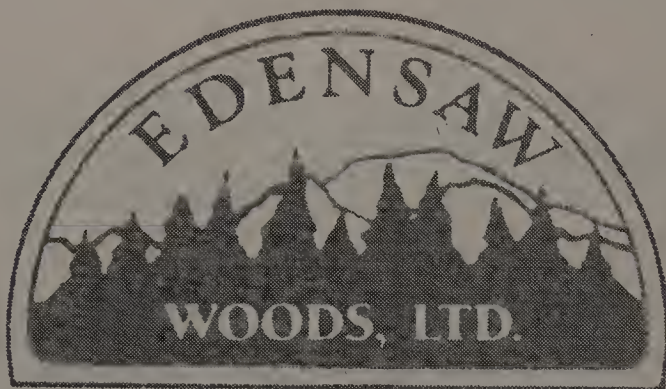
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LETTERS

New York 32 *Falcon*, a relative of *Dorada*, while I got a ride on the sistership *Siren*. Our boat got a better start, but was somewhat slower due to its yawl rig and the fact that the dinghy we were towing — a race requirement — didn't have a bailer. When we were about to cross tacks a short time later, Olin was on starboard and looked as though he'd cross far enough ahead of us so we, on port tack, would have to tack. But Olin guilefully sailed what seemed to be a little free of the wind, resulting in our having to make a chaotic tack after all. I swear I saw a small smile of satisfaction cross his face. We lost the race to Stephens and *Falcon*, but how often do you get to lose to a legend?

Olin later autographed my copy of his book. During the course of the two days, I had the privilege of hearing a good bit from him. Based on that, I can confirm the language and self-effacing style of the book is authentic. Anyone with an interest in yacht design or nautical history should have a copy of *All This and Sailing, Too*.

By the way, I rarely see anything from your readers on cruising Maine. Although the season is ridiculously short — they finish putting boats in the water around July 4th, and start taking them out after Labor Day — and while the rocks and fog make it a might more challenging, the experience is simply fabulous. Hinckley runs an incredible charter operation in the heart of the best cruising grounds. Check it out.

Ray Durkee
 Velera, S&S Tartan 37
 Alameda

BOATOWNERS IN ASTORIA WOULD LOVE IT

Back in the late '80s or early '90s, you reprinted a poem titled, *It Reigned A Pawn The Sea*. Could you tell me where to find it, send me a copy, or send me the issue it appeared in? I'd be happy to pay in advance. By the way, I know that many boatowners here in Astoria would greatly appreciate it if *Latitude* could be delivered here. Can you do that? Currently, the closest marine store that carries it is two hours away in Portland.

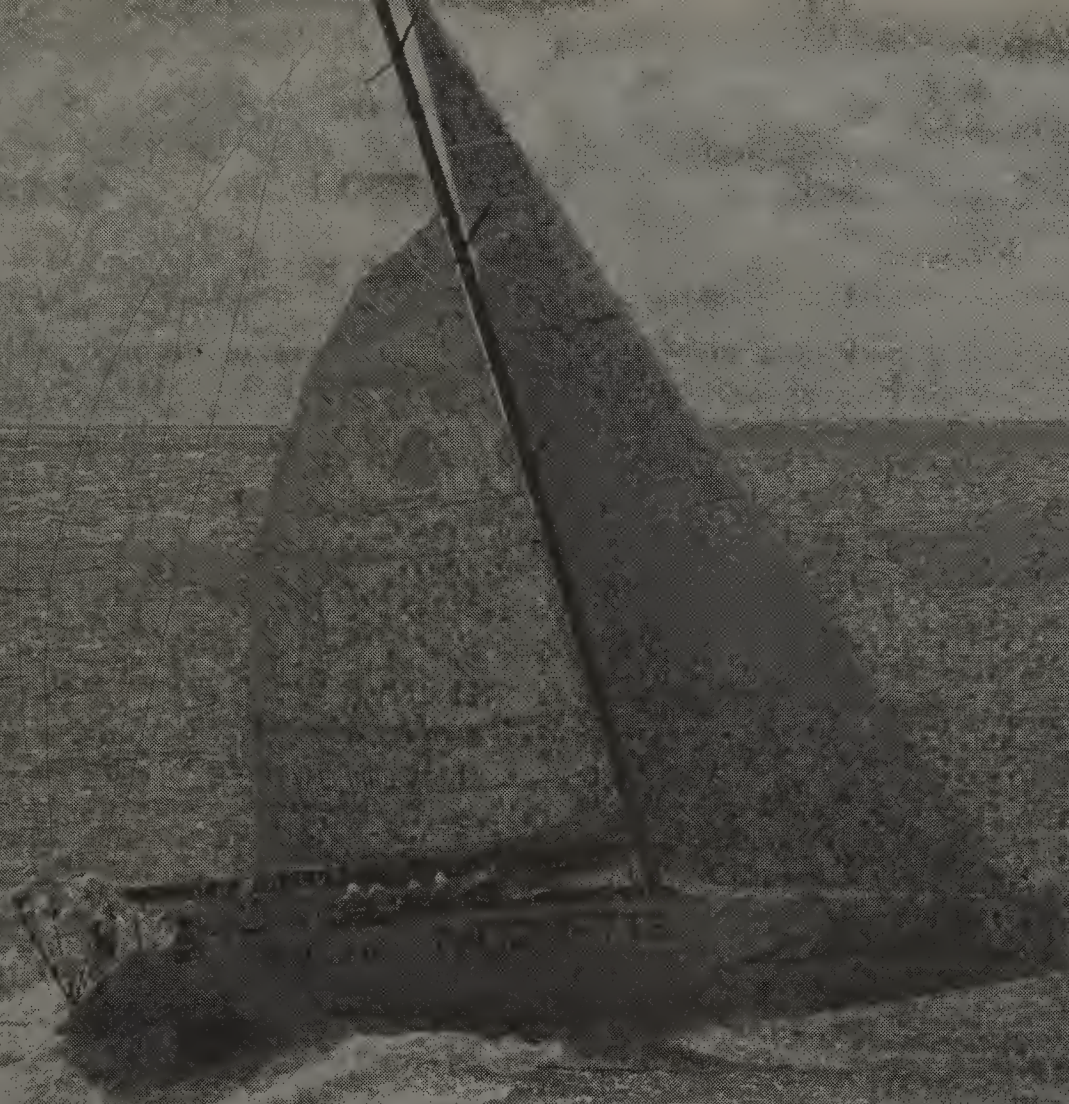
I'm a former cruiser, and did Cabo in '90 with the Lord Nelson 35 *Abishag*. We continued on for six years.

Brian Burke
 Astoria, Oregon

Brian — Our very small and hard-working staff has two options. Either we can fulfill the monthly deluge of requests to look up old articles and produce a 64-page sailing magazine, or we can just stick to publishing a magazine and produce editions that average about 264 pages. Most of our readers prefer we stick to the second option, so we don't do any research for past articles. If, on the other hand, you know exactly when the article appeared, we'd be happy to mail you a back issue for \$7. Send your request to "Back Issues" at the address in our masthead.

As much as we'd like to publish several hundred thousand copies of *Latitude* each month, so that everybody who wanted a free copy could get one, it's not economically feasible. The way free publications work is simple. Readers who live close to the advertising base get them free; readers who live a long way from the advertising base have to pay. Alas, you're going to have to 'pay' one way or the other.

You might consider subscribing (\$26 per year for 3rd class mailing or \$50 per year for 1st class mailing.) If there is a marine business in Astoria that would like to receive *Latitude*, they can call Mary at extension 104 and make the arrangements. (Distributors outside of Northern California pay \$1/



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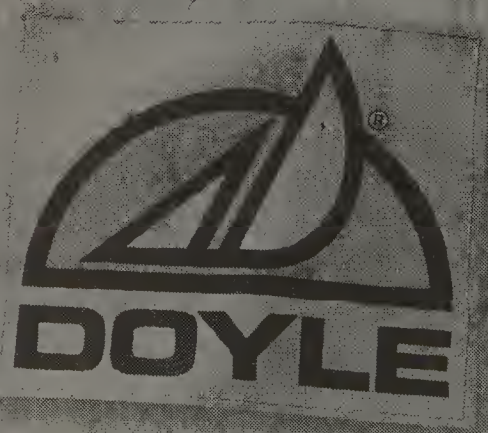
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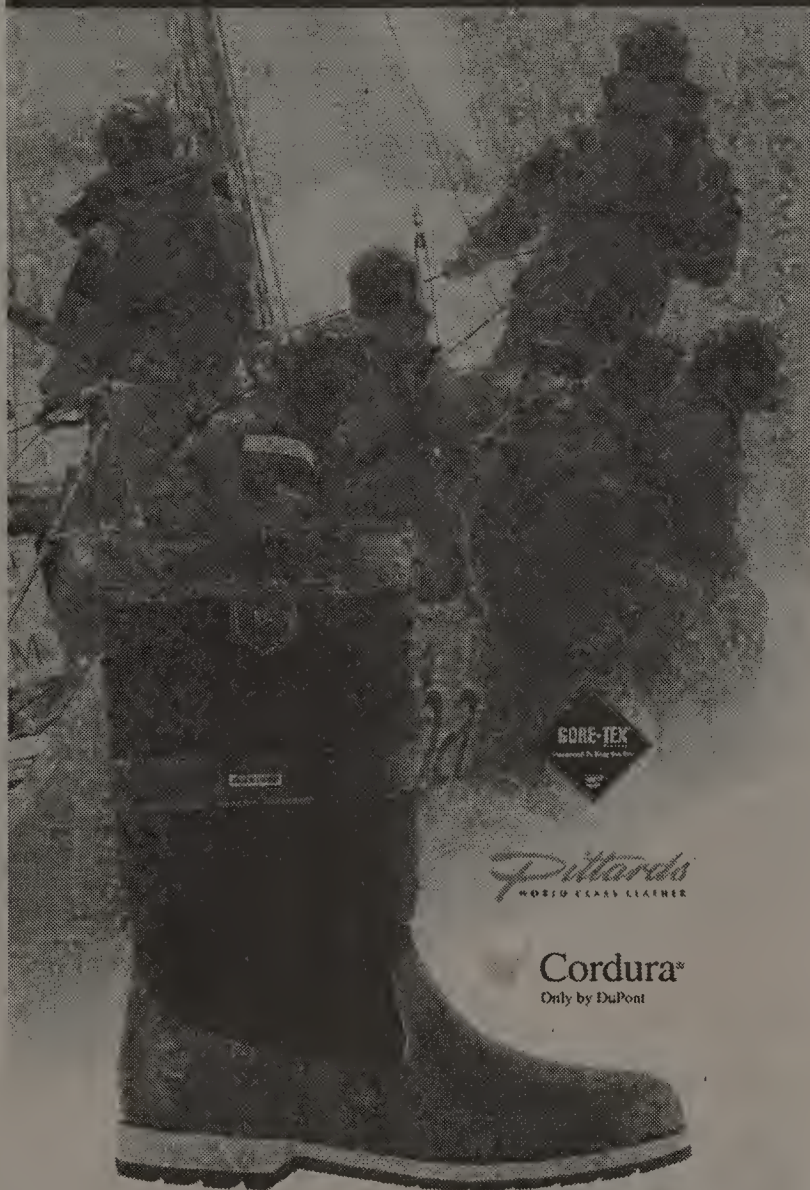
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LETTERS

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BI-COASTAL SAILING AND BOAT STORAGE

We have adopted an East Coast-West Coast lifestyle. We're natives of the California Republic, and our home is above Nevada City in the snow country. But we wanted to see how others live in the USA, so we keep our Island Packet 31 on the East Coast for winter use. So we've faced the long term storage question, too. In our opinion, it's safe to dry store a boat just about any place on the East Coast as long as you're two or three miles inland. Most of the weather damage occurs along the coast, and diminishes rapidly as you go inland.

Since '96, we have stored our boat in the following places: Indian Town in central Florida; Green Cove Springs in northern Florida; Oriental, North Carolina; and Deltaville, Virginia. Our boat is currently on the hard 60 miles below Jacksonville, Florida, on the St. John's River at San Mate — about 25 miles west of St. Augustine.

If you're a Californian, you will probably like the South — aka Bubbaland. The people there are wonderful, and most Bubbas are good guys. Boat storage prices aren't bad, either. It's about \$250 for a round-trip haul, bottom wash, and block. And it's about \$150/month for storage. We currently pay \$170 per quarter, and keep our RV in our storage spot when we take off in our boat.

We tried to find a place on the west coast of Florida, but it was too expensive and we didn't always feel right about things there. We would avoid anything south of Jupiter. The nearer you get to Key West, the more expensive everything becomes. We once paid \$93 a night there!

Harley and Vickie Monian
Evergreen, Island Packet 31
Nevada City

Readers — Some cruisers complain that marinas in Mexico are expensive — and many of them aren't cheap. But \$2 to \$3 foot/night isn't uncommon in the more expensive places on the east coast of the U.S.

SERIOUS PANGA PROBLEMS IN MEXICO

Act One. On the afternoon of June 9, we hopped into our 12-ft Avon inflatable dinghy for a photography and fishing expedition near Agua Verde in the Sea of Cortez. We were well in the lee of a reef — which had a tall rock topped by an osprey nest, complete with osprey, and were taking photo after photo — when a fishing *panga* literally came out of nowhere. It was headed directly at us at full speed. We were unable to get their attention by shouting and waving — they were coming so fast that their bow was up and we couldn't even see them. And with just a little 15 hp outboard, we didn't have time to get out of their path.

We were hit square amidships! Bill was thrown into the water. I was pure and simple run over by what I estimate was 24-feet of *panga*, with the outboard going over my full backside. My view before the collision was surreal — nothing but the wrong side of a speeding *panga* coming right at us. All I could do was duck. Thank God — and I mean exactly that — Bill was pushed out of harm's way into the water and the prop missed him, and I was ducked down between the tubes of the inflatable. The *panga* passed over one tube, my back, then the other tube, pushing us underwater briefly as it went over the top of us. I know that if I looked closely, there would be, amid the bruises and contusions on my back, the handprint of The Big Guy, who pushed me down to keep me alive.

Have you noticed, your old antifouling is not protecting you like it used to?

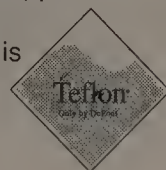


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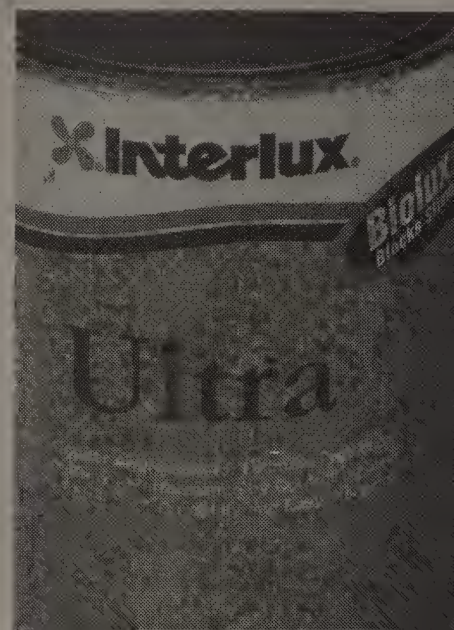


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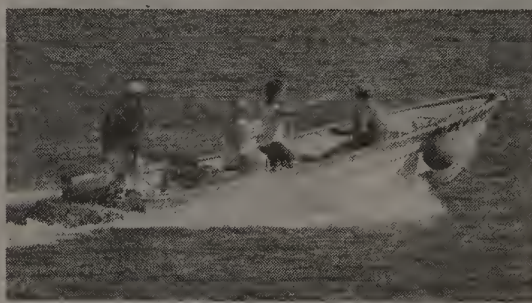
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LETTERS

We were very scared, but alive. I'm just starting to feel the aftermath of the propeller massage, complete with the Swedish *panga* treatment. Seriously, had it come six inches to one side or the other, neither of us would have survived. In the end, all we lost was our digital camera and a bit of rear-end skin.

Act Two. At 3 a.m. on June 19, while on the hook in the established anchorage area of Santa Rosalia, Baja, our boat *Pelagian* was hit by a *panga* that we estimate was travelling at 20 knots or more. It was a hit and run. We immediately searched the water for an injured party, as we could not believe that the person driving wasn't injured or killed. We found no one in the water, and no blood in the area. At the time our boat was hit, we had the masthead light on and a kerosene light on in the cockpit. As such, we were much more visible than several other boats in the anchorage.

The *panga* hit our boat hard below our stern pulpit. The one-inch diameter stainless support strut was torn loose, and two 3/8-inch bolts were bent 90 degrees. There was also extensive fiberglass damage from the direct impact. *Pelagian* was still seaworthy — we later had to cross the Sea to the mainland. But she was damaged, and frankly, so were we. After two such collisions in a matter of week, it's hard to remain openhearted. But we do so anyway, as it's the correct way in the big passage we call life. Anyway, this is just the



A typical Mexican 'panga'.

way it is here, as in many other parts of the world.

Act Three. It's September 9, and we're back in Seattle, along with *Pelagian*. As you might remember our writing in a previous issue, we're WWWs —

warm weather wimps. It might seem that we returned to the States because we got hit by the *pangas*, but that is absolutely not the case. However, we felt the need to report the incidents now because of the *panga* attack on Bob Medd of TLC. We want everyone not to close their heart to Mexico, but to keep their eyes open.

We also have a tip for anyone having their boat trucked back to the States from Marina Seca in San Carlos. Wrap your own mast and rigging — even though this is supposed to be covered in the price of the shipping. When we inspected the rig before leaving Mexico, we were not pleased with the wrapping job. Jesus, the foreman, agreed that it wasn't a good enough job, and assured us that it would be rewrapped. But when *Pelagian* arrived in Seattle, there was no wrapping whatsoever on the mast or boom, and the standing rigging was simply rolled and thrown in the cockpit — where it gouged the varnish and damaged the wind generator, which had also been tossed into the cockpit. We've now spent \$8,000 for a complete overhaul and paint job of the mast and boom, and now it's already the wrong end of summer. Ah well, *caveat emptor*, folks!

P.S. We're glad to hear that Grant Todd, whose Hans Christian 48 *Koonawarra* exploded off El Salvador, is doing better. We seriously attempted to purchase this vessel about two years ago, but he wouldn't sell. Wow.

Bill & Sharon Jensen
Pelagian, Hans Christian 38T
Seattle

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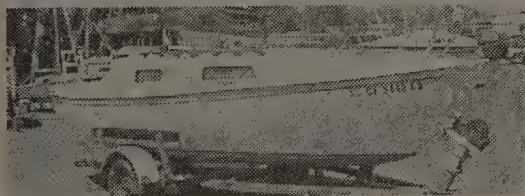
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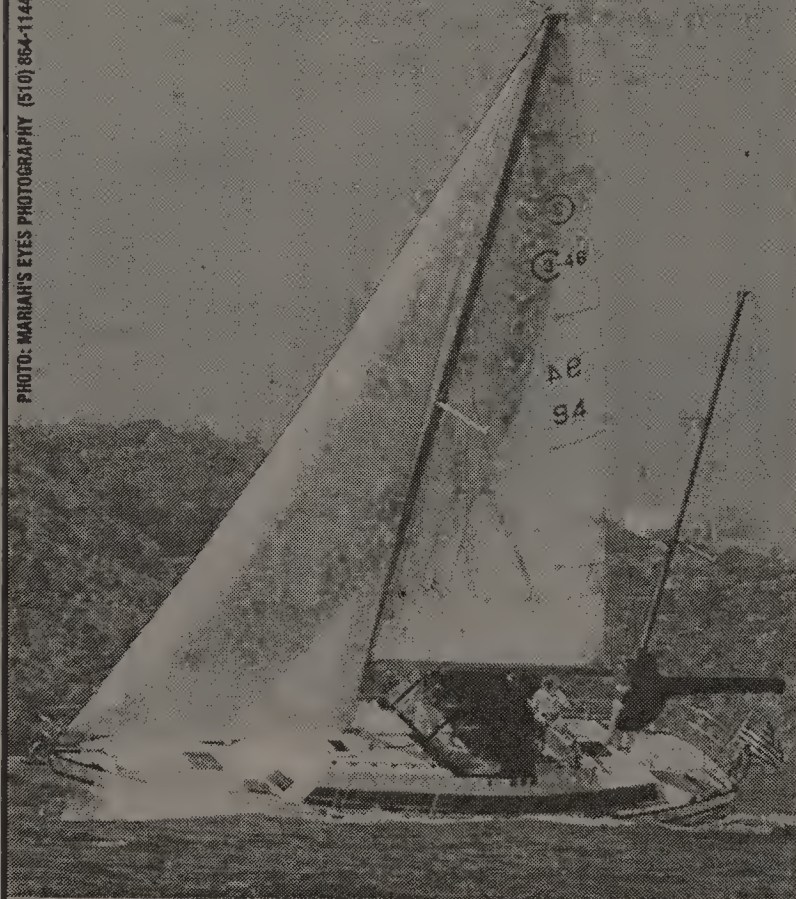
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LETTERS

Bill & Sharon — Wow is right. We have some obvious questions. After the panga ran over your dinghy near Agua Verde, did they stop and come back? Were you ever able to track them down? Did you report it on the nets or to the authorities? Everyone would like to know if it was intentional or not.

We're glad you survived both incidents, and that you raised this important issue. Because no matter if you're cruising in Mexico, or in the Caribbean, small but powerful boats are a real threat to health and life. In the Caribbean, the threat is mostly in the form of high-speed dinghies flying out from behind a string of anchored boats or running at night without lights. We don't have statistics to back it up, but we're sure more people get killed each year in dinghy accidents than boat accidents. About 10 years ago, for example, six people died in one late night dinghy-against-dinghy collision.

In Mexico, pangas are usually a greater danger than dinghies. Let's face it, the pangas are operated by tough and hardened fishermen, not all of whom are sober, and a very small number of which aren't thrilled by the sight of yet another comparatively rich gringo. About 10 years ago, the owner of a Long Beach-based Bowman 57 was operating his dinghy — we believe near Punta Mita — when he was killed by a hit and run panga.

The best way to combat these dangers is to dinghy defensively. When you operate a dinghy in any crowded harbor in the Caribbean, you have to assume that every other dinghy is being driven blindly through the fleet at maximum speed by a drunken lunatic. The later it gets in the day, the more likely this will be true. As a result, you must always be listening for the sound of other dinghies, and always expecting a dinghy to suddenly appear from behind any boat in the anchorage. When underway in your dink, wave around the brightest light you have, and have an air horn ready. Most anchorages or harbors have 'freeways' for dinghies. Take the 'back roads', particularly if your dinghy doesn't have a powerful engine.

In Mexico, it's pretty much the same thing. Operate your dinghy defensively. Be ready at a second's notice to avoid an approaching panga at 90 degrees. Carry a very bright light, and carry a horn. If you were in a totally defensive mode and had a planing dinghy, it would be pretty hard to be hit.

It's not that uncommon for anchored boats to be hit, particularly on dark nights. Most guys operating a panga aren't going to be looking up enough to see a masthead light — even if they are sober. So at least one light at eye level is good. Two or three are much better. Even the toughest hombre knows a panga versus a cruising boat is not a fair fight, so we can't imagine it would ever be intentional.

How serious a danger are pangas to cruisers in Mexico? Not as great as dinghies are in the Caribbean, but both are potential dangers you want to keep aware of.

↑↓ ERNESTO OF TURTLE BAY

We came through Turtle Bay on June 24 while on our way back to San Diego. There were five boats in the anchorage, and Ernesto, as always, was right there. His services — such as taking garbage, getting fuel and water, or providing local information — are very useful. -

During the week we were there, many boats came and went — and they all got what they needed from Ernesto. It's noteworthy that all this time Ernesto was rowing his panga as the motor was being repaired. Our dinghy outboard was muertos also, so he rowed us in and out every day. He also managed to find a new fuel pump for our generator, and gave us a bag of potatoes and a gallon of bleach. Later he took us as his guests to the tuna boat *Proximus G4*, where we had

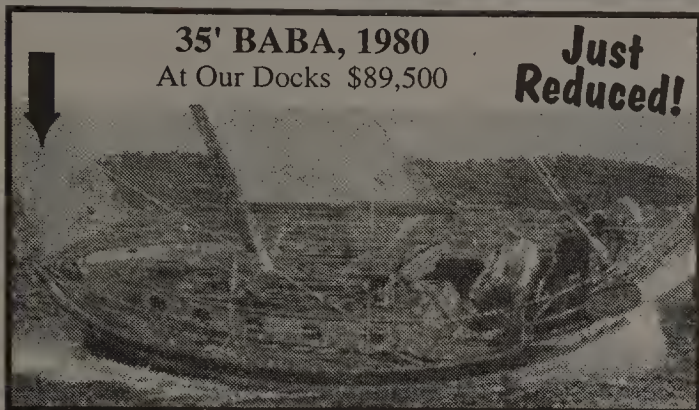
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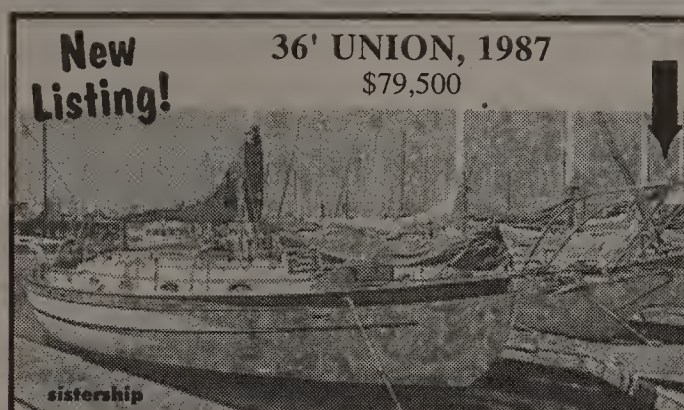
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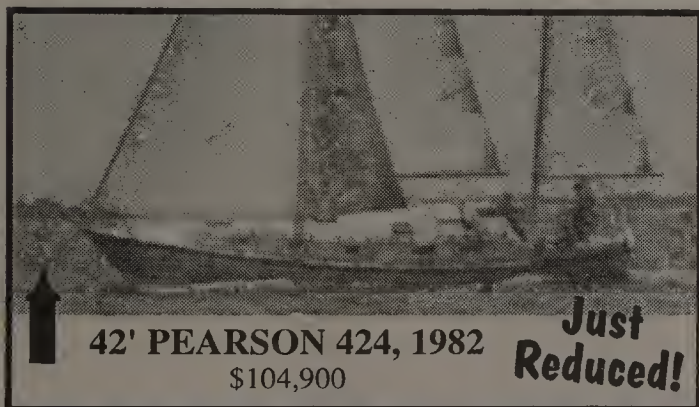
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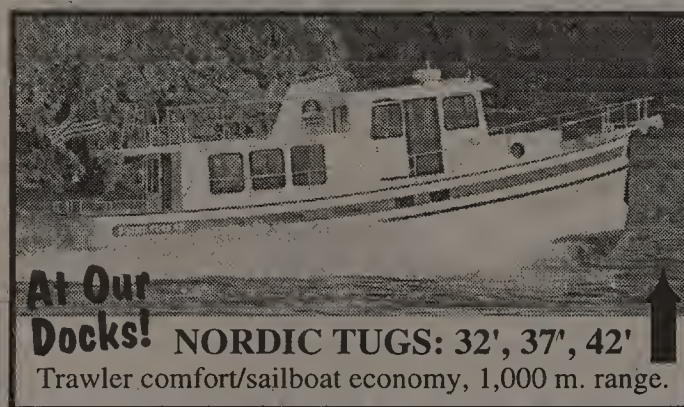
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LETTERS

tacos carnes with all the fixings, beer, and got a tour of the vessel. When it finally came time for us to leave Turtle Bay, our cranking battery turned out to be fried. So Steve and Ernesto walked about three miles to a friend's house who had a deep cell marine battery in his truck! It's now our cranking battery. We were a little short on cash, so now he has our handheld VHF.

In our estimation, Ernesto provides a good service at a fair price. After all, I have been to his house and I can report it's not a condo in Redondo with a satellite TV and a Beemer in the garage.

There are alternatives to using Ernesto's services, of course. Hiking your fuel jugs up to the Pemex is one of them. But we're glad Ernesto is our friend. He is fun to have aboard for sharing meals, stories and beers. Some people have written in that he's an alcoholic. In our experience, he turns down more beers after he's had a few. We're glad that others have written in to express their support for our *amigo*.

We also want to report that the Club de Yates Bahia Tortugas has been started. It's located on the right side of the pier — as viewed from the water — where Carlos and Marselas have a great *palapa* where they provide a great view and delicious food. We were treated like family and were as sad to leave as they were sad to see us go. We hope all the Ha-Ha folks check it out.

P.S. Don't forget your girly magazines.

Steve and Yani
Free Falling
Marina del Rey

Readers — Ernesto gets mixed reviews from cruisers who want fuel delivered to their boats in Turtle Bay. Most folks get along with him well enough on most days, and some become buddies. But if you're expecting precise amounts of fuel to be delivered at a certain hour and at an exact price, there are days when you'll be disappointed. When this happens to us, we write it off as part of the charm of Mexico. But some cruisers take a dimmer view.

Twenty years ago it was common for cruisers to trade beer, 22 shells and girly magazines to Mexican fishermen for lobster and/or fish. At the risk of being politically correct, there might be more suitable things to trade.

KEEPING THE BIRDS OUT

In a recent issue, some of your readers complained about birds building nests under their sail covers and in the folds of their sails. I had a similar problem on my O'Day 25 *Pescarus II* for several years, but eventually figured out a simple and humane way to discourage birds from building their homes on my boat. I bought some wooden clothes-pins — for just a couple of dollars — and clamped them on the sail cover between the regular snaps or wherever I noticed gaps where birds might crawl in. Voila! No more problem. Wooden pins work best because the plastic ones deteriorate in the sun.

John L. Crisan Jr.
Pescarus II
Monterey Harbor

A LIABILITY FORM FOR CREWMEMBERS

Racing can be a dangerous sport. I should know, as my 3,000-pound Merit 25 *Challenger* was recently holed and sunk by an 18,500-pound J/40. I was on starboard and the other boat was on port when the collision occurred.

Do you think there would be any value in having crewmembers sign a form acknowledging the dangers of sail-



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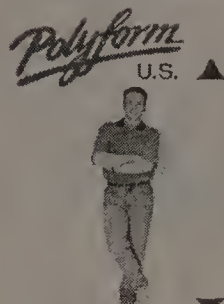
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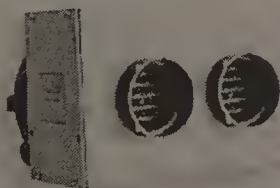


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LETTERS

ing before allowing them to come aboard? It would merely state that the crew understands that in sailing — as in all of life — there are certain dangers, and that the crew accepts them. Of course, this would not protect the owner in cases of deliberate negligence or if the other boatowner was found to be at fault. Naturally, an attorney would know all the right things to say in the form to protect the boatowner, but I think you get the idea. To make the 'pill' easier to swallow for potential crew, signing the form could be one of the requirements to being listed on *Latitude's* Crew List.

No matter what, thanks for a great publication and community service. I've been a *Latitude* fan for the past 15 years or so. On the weekends, I teach sailing for UC Berkeley's Cal Adventures — in fact, you have my *How to Sail in 4 Days* website listed under your sailing links.

Douglas Chew
Challenger, Merit 25
Northern California

Douglas — We're not trained in the law, but it's our understanding that there's nothing anybody can do to prevent another person from trying to sue them. We, for example, could file suit against you claiming that you libeled us in your letter. It would be groundless, of course, and would immediately get tossed out. But we have the right to file it, and you'd almost surely have to hire a lawyer to get it thrown out. In cases where there is the possibility of even very minor harm, it's not quite so simple. Indeed, there are plenty of individuals and lawyers who make comfortable livings by filing harassment suits, where it's cheaper for the defendant to give in to the extortion than to defend himself. The bottom line is that no written form can shield you from being sued.

A small number of boatowners require all their guests to sign a basic form that says something to the effect that they realize sailing is an inherently dangerous activity and that the boat they are getting on is neither professionally skippered or maintained. We're not sure how much — if any — protection it affords a boatowner. Perhaps a lawyer who reads the magazine could offer some insight. By the way, it's also our understanding that California courts have ruled that sailing is a 'high risk' sporting activity, and therefore the participants aren't entitled to the same degree of care and protection as someone walking down the street. But as we said, we're not lawyers.

For general sailing, the best defense is having plenty of insurance. If there's an accident, turn it over to your insurance company, and hopefully you're done. Lots of insurance is also good because we're sure that you, like us, want to make sure that our crew is covered if they genuinely get hurt.

For more adventurous sailing endeavors — such as the *Ha-Ha* — we make everybody who sails aboard *Profligate* sign a form acknowledging that they are fully aware that offshore sailing exposes them to all the possible dangers of the sea — including injury and death. Again, we're not sure how much this might help in litigation, but it would save us the ultimate insult of somebody saying they didn't know what they were getting into.

Update: As we go to press, a maritime lawyer tells us that such forms do, in fact, provide quite a bit of protection. We hope to have more on the subject next month.

WE LOVE CUBA

Our family trip to Cuba — we actually made it in the summer of 2000 — was among our most memorable experiences together. To have shared knowledge through friendships with Cuban families, to have been immersed in the culture of these

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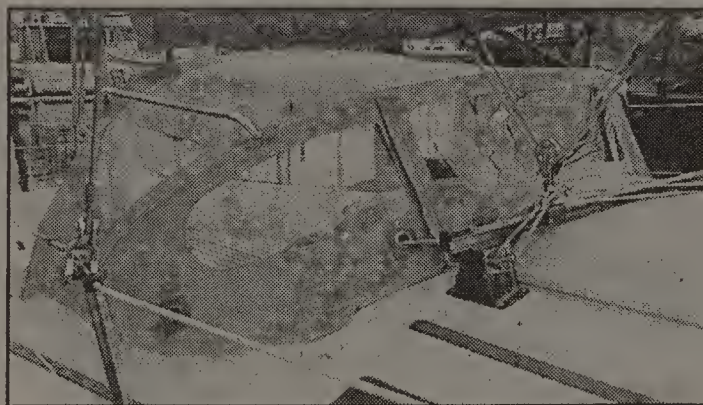


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LETTERS

families, and to have learned first-hand about their way of life left deep impressions.

We spent three weeks in places such as Santiago de Cuba, Guantanamo, Baracoa and Havana, during which time we were surrounded by the awesome beauty of Cuba's people and country. We came to appreciate their spirit and hardships, their strength and love for each other, the undercurrent of the laughter of the children, and their music and dance — which rose like a flag above all else to announce their identity.



Baracoa — So much potential, so little progress.

Despite their common identity, each person was trying to develop the best within themselves, and seemed genuinely concerned with their community at large and the well-being of others. The way the Cuban people go about exercising their freedom to develop the best within themselves and further their rich heritage and culture reminded me of the aloha spirit that once prevailed in Hawaii.

Havana is a mecca of travelers, Santiago de Cuba a bustling city rich with music and intellectual activity, and Baracoa is a bountiful country town nestled in the mountains and tropical forest at the edge of the sea. Guantanamo, whose history needs to be rewritten, is a treasure chest of Caribbean folklore.

Our family was fortunate to be able to take a journey to Cuba, as it was an unforgettable experience.

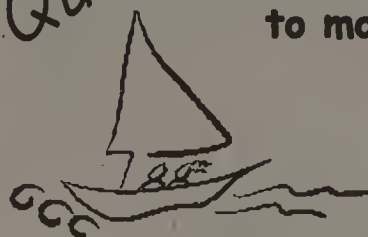
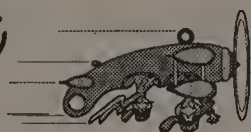
Carmela Bozina and the Bozina Family
E-Ticket, Olson 25
South Beach YC

Carmela — It's fantastic to hear how much Cuba has changed since we did our '96 cruise along the north coast from Baracoa to Veradero, and then by car to Havana. You probably won't believe this, but back then Castro still didn't allow voting or political dissent, and the neighborhood snitch programs kept everyone from saying what they really thought. At least Cuba was on the cutting edge of medical treatment. Anyone with AIDS, for example, was rushed off to prison for life.

We're thrilled to learn that Baracoa, a natural tropical paradise, has finally started to reach some of its tremendous potential. For when we were there, the natural harbor was dead, the sad little structures in town were crumbling, the Cubans weren't allowed inside the only store that had anything on the shelves, and there was about one running vehicle for every 25,000 people. There was, however, passenger air service to Havana: once a week aboard — we're not making this up — an ancient Russian biplane. Unfortunately, the average Cuban couldn't get permission to travel even if he/she had been

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LETTERS

able to afford it.

It was, of course, the people that made the biggest impression on us. Since few Cubans had any hopes, dreams or aspirations back then, it was like a visit to the land of the living dead. And since all behavior that wasn't specifically approved was prohibited, we didn't see anything that suggested much in the way of creativity or spontaneity. No wonder all the young kids wanted to stow away when we pulled out of Baracoa. And how could we ever forget 'Commander No'? This local official insisted that we weren't permitted to anchor where we were, and furthermore, weren't permitted to leave either. The illogical contradiction didn't register with him because of his total dedication to preventing all behavior. In a bit of comic relief, he was given a 15-minute tongue-lashing by a fiery female on an Italian boat.

It's absolutely true that many parts of Cuba are beautiful, and despite their horrific circumstances, most of the people were quite friendly. We even give high marks to Castro for having had the courage to try an economic system that he believed might be the best for the majority of his population. It's a shame he's never been able to admit it's been a dismal failure, and has therefore had to rely on force to maintain what seems to us to be little more than a malfunctioning slave plantation. It comes as no surprise to us that hundreds of Cubans continue to risk their lives each year trying to escape.

The Bush administration is foolish in trying to fine Americans who have visited Cuba by plane, for there's no better argument against the concept of a centralized totalitarian government. We hope that both you and we can return to Cuba in five years and see if the country has lived up to its potential.

THE IMPORTANCE OF SPARES

We've all read about the importance of preparing your boat for extended voyages by carrying pertinent spares in adequate quantity. Through personal experience, I am now educated on the importance of carrying some of those spares — specifically fuel filters — right here on the Bay. On a recent Sunday, we discovered that just having the replacement element for the primary Racor filter was not adequate, as we also needed the secondary filter. Yes, that was us being towed. A \$10 filter or a \$200 tow — it's not a difficult decision.

Brad Kerstetter
Sound Wave
Alameda

Brad — We weren't there so we don't know the circumstances, but was it possible for you to have sailed back to your Alameda berth and saved all that money?

BEWARE OF THE CREW LIST PARTIES

You have been very helpful over the years, even though we have only met twice. A *Latitude* article in June of '85 helped us get a good turnout for the chartering of the Alameda YC — which is now 15 years old and still going strong. I was also a liveaboard for 13 years, and my boat *Geisha* took me to Sea of Cortez Race Week in '86, where we came in second in the beer can races. The trip was a great experience, and the reduction in stress probably saved my life. Our slogan back then was from Christopher Lloyd in the movie *Back to the Future*, "Kid, where we're going, we don't need roads."

Over the years, I made it to several *Latitude* Crew List Parties. The most memorable was in '88 at the Metro YC in Oakland, where I met Allison Blair. She played hard to get for years, but this year we'll celebrate our 10th anniversary. We have three kids — Natalie 8, Blair 5, and Travis 2. The two

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quiver of anchors and can't get any to bite, sometimes you just have to go someplace else.

The CQR is an extremely popular anchor because it works well on a variety of bottoms — although it, like all other anchors, can have trouble in grass or where there is only a thin layer of sand over a very hard bottom. Because there is no projecting fluke, the CQR tends to do well when the direction of pull is changed because of the wind or current. If you dive on a CQR and find it still on its side, either you haven't backed down far enough, or the bottom is impenetrable.

The Danforth is a lightweight anchor that tends to work well in mud and sand, but can skip over grassy or hard bottoms, and can be jammed by gravel and small rocks. Setting them can be a little tricky, too, as they can 'sail' when being lowered, and they need more scope than most other anchors. Small Danforths are usually used for lunch hooks or secondary anchors, and in the right bottoms, large Danforths can be excellent storm anchors.

The Bruce anchor is good in most conditions — it sets quickly, is good for crowded anchorages because it needs less scope, and is easy to pull out. On the negative side, it can false set on moderately rocky bottoms, and has a reputation for dragging under the highest loads.

No matter what kind of anchor you use, make sure that it's big enough, and be very careful about your anchoring technique. You should back down very slowly in the beginning, giving the hook plenty of chance to bite slowly but surely. As you back down, feel and listen to the anchor chain, as it will 'talk' to you just as much as the telltales on your sails will about sail trim. Once you know you've got a good grip, slowly back down even harder to make sure the hook's really got a good bite.

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I think your diatribe on the (dis)advantages of sailing on the Chesapeake was not only uninformed, but unfair. Yes, there can be bugs, but not often. Yes, it does get cold during the winter, and sometimes the wind dies out during the summer. But we have many thousands of miles of shoreline, and some of the most beautiful anchoring areas you can experience. There are also many places to cruise to with quaint towns and lovely scenery. And places where you can set up a week long or two-week long cruise and not have to go to the same dock day after day.

On the other hand, we don't have eight-knot currents under the Bay Bridge and 54° water year 'round. We don't have much fog, and definitely don't have the gray overcast skies of San Francisco all summer long, with the attendant cold weather. We enjoy sailing in something other than foul weather gear. So, you sail where you want, and I'll sail where I want.

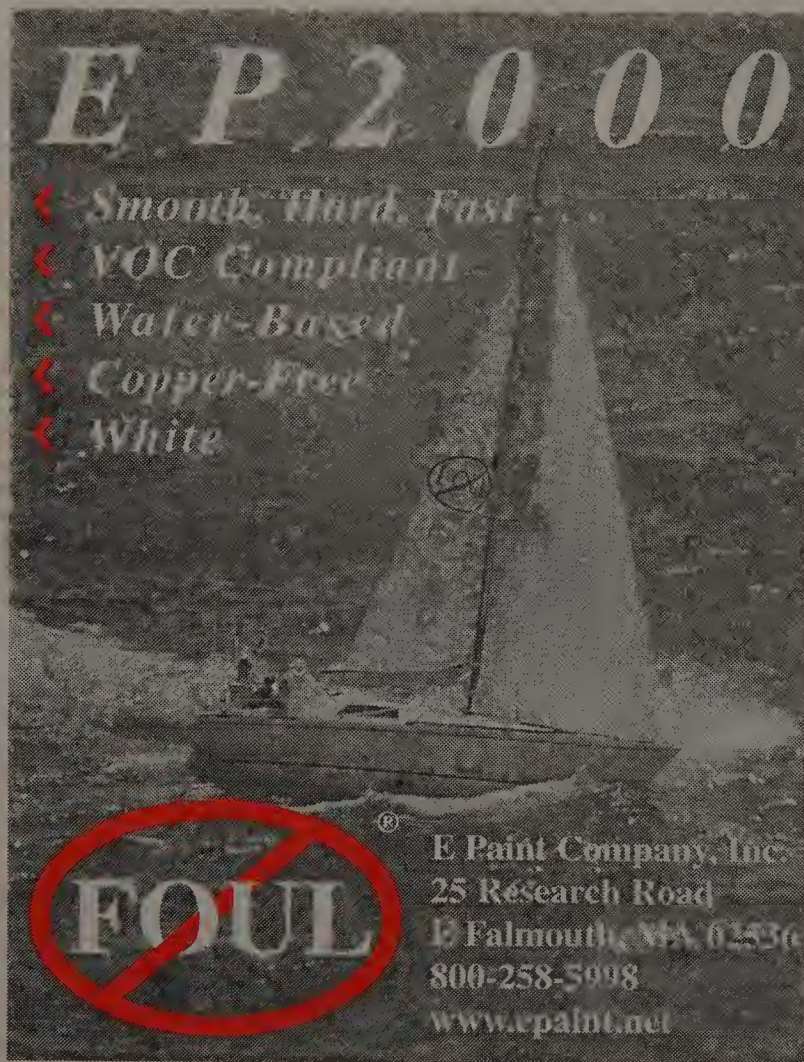
Gary Nylander

Lived and Sailed in San Francisco Bay for 20 Years

Gary — Our comments were meant in jest, so there's no need to be so touchy about it. There is no question that the Chesapeake is a great place for gunkholing for a week or two. But when it comes to actual sailing, there's no question that San Francisco Bay is far superior, no matter if you're enjoying a hearty slog in The Slot, or mellowing out in the warm and tranquil 'Bajarribbean' lee of the Tiburon Peninsula.

FOOLISH, UNINFORMED AND OFFENSIVE

Latitude's August issue diatribe against the Coastal Commission and its Clean and Green Boating program does great disservice to the boating and broader community. It also



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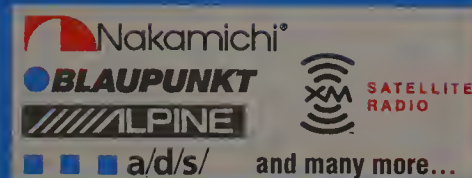
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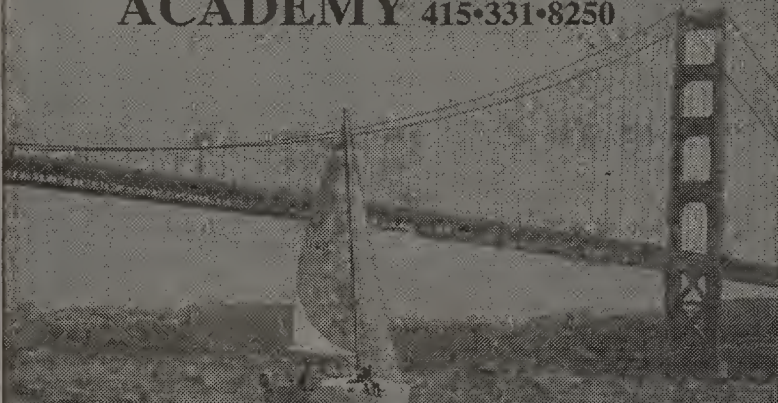
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LETTERS

proves that ideological blinders, a little knowledge — much of which is inaccurate — and convenient access to a bully pulpit — your editorial pages — can easily mislead and combine to paint false pictures for an uninformed public. In America, we value and protect a free press and free speech, so anyone can say anything they want — no matter how foolish, uninformed and offensive. And many do.

Leaving ideological biases aside, correction of all inaccuracies and distortions in your editorial would probably not be printed. However, I want to highlight a few: Your selective use of two gratuitous anti-Commission statements by judges opposed to government protection of the environment ignores the hundreds of decisions upholding the agency's actions on behalf of the public and California's coastal environment. You praise the Marine Forest Society for putting hundreds of tires, thousands of milk jugs, concrete blocks and rope into the ocean to create marine habitats when there is no scientific basis for it, and much of this junk breaks loose and washes up on beaches. We view these materials as ocean pollution. The Commission has approved many artificial reefs that use proper materials for habitat creation and are located in the right place. To encourage anyone to throw junk in the ocean and call it a habitat because some sealife may be attracted to it is irresponsible and uninformed — and is against the law.

You suggest the length of my tenure impairs my ability to carry out the responsibilities of the job, yet you appear to know nothing about it. The executive director is the only non-civil service employee of the Commission, and serves at the pleasure of a majority of commissioners. If I am not able or willing to do the job effectively and responsibly, with integrity and respect for the public I serve, I should resign or be replaced. I am proud of my public service work, and think I do it very well.

You say I am not reachable and did not respond to your inquiries. My phone and email address are public information (415 904-5201; pdouglas@coastal.ca.gov.) I phoned as soon as I returned from an overseas trip and look forward to getting together to provide accurate information about the Commission's work.

Finally, a response is needed to the misguided attack on the Commission's Dockwalkers program — which is part of the nationally-acclaimed Boating Clean and Green program that was launched in 1997 to educate California boaters about environmentally-sound boating practices. The Commission has been actively involved in efforts to address marine water pollution since its creation by voter initiative in 1972. Indeed, the boater education program is just one element in a much broader strategy to address all sources of marine water pollution.

The Commission's boater education program encourages boating while reducing discharge of oil, sewage, and boat cleaning and maintenance products. It was designed with input from boating and marina associations, who emphasized that education, not regulation, should be the primary strategy to encourage boaters to enjoy and protect coastal and marine resources.

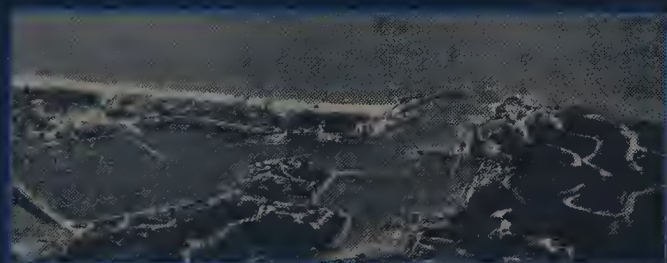
The Dockwalkers program trains volunteers to talk to and distribute free boater kits to boaters about clean boating practices. There is nothing coercive or offensive about it. The Commission and its partner, the U.S. Coast Guard Auxiliary, started training volunteer boaters — mostly from the Auxiliary — last season. We adopted the concept because it matched the approach boaters suggested during focus groups conducted in 1997 as part of our search for the most effective educational strategies.



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LETTERS

Dockwalkers are instructed to talk with marina operators and to gain their support before entering marina property. Many operators appreciate our help in alerting boaters to the availability of services such as bilge pump-out facilities and places to recycle used motor oil and used oil filters or deposit hazardous wastes. They know that an informed and conscientious boating community leads to a cleaner marina and cleaner water. Dockwalkers are trained to move on if a boater doesn't want to talk.

The Boating Clean and Green Program also provides boaters with information through signage and publications. Research shows that 85% of California's boaters access waterways at boat launch ramps. So we prepared 450 signs that were posted at launch ramps statewide. We have also installed 600 Shopping Clean and Green displays at marine supply shops and attended 35 boat shows. The Commission has a website on clean boating, produced information included in tide tables and nautical charts that show where environmental services for boaters are located, and makes information available on the 1(800)CLEANUP hotline.

The Commission relies on input from its Board of Advisors that include representatives of the Recreational Boaters of California, the California Port Captains and Harbormasters Association, the Northern California Marine Association, West Marine, the U.S. Coast Guard and Coast Guard Auxiliary, the California Department of Boating and Waterways, and various other state and local government agencies.

Because we want to ensure that Dockwalkers are helpful to the boaters they meet, we are conducting a survey at the end of this season to determine how boaters perceive the program. We hope you will print the results of this survey.

Peter Douglas, Executive Director
California Coastal Commission

Peter — Your letter appears at the end of this month's Letters section because it was received after the deadline. We tossed out a couple of other letters and lengthened the section to be able to include your letter.

We appreciate that you provided your phone number and email address. As we stated in our article, neither of these can be found on the California Coastal Commission website, which we think is a major omission. If any of our readers want to express an opinion, we hope they'll do so by email so as not to interrupt your day.

Distorting words? You claim we praised Marine Forests for putting all kinds of garbage on the bottom of the ocean. What we actually said was, "We're not familiar with the details [of the Marine Forest program], but the concept [of artificial reefs] sounds great." During our subsequent telephone conversation, you twice told us, "I think the jury is still out on artificial habitats." Now you write that the Commission "has approved many of them." Which is it? If it's the latter, we'd like to get a list. We'd also like to know what's necessary to help create more, as we have access to a great fund-raising vessel and are very interested in restoring the sealife populations along the California coast.

We did not state that your length of tenure impaired your work — but we did raise the possibility, as there's considerable historical precedent for such a thing happening. And frankly, after you outlined your 'Marine Vistas' program, the one that would prevent owners of rural coastal property from building houses that can be seen by mariners from more than a certain distance out to sea . . . well, we're still wondering. We've run that idea past a lot of mariners, and we're all scratching our heads. What's the deal with that?

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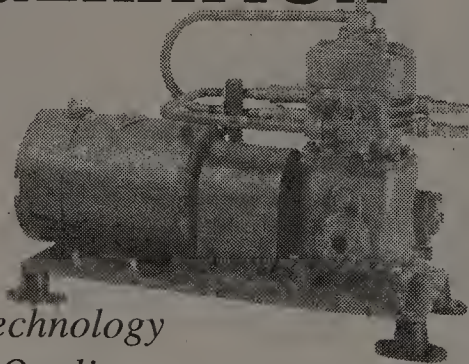
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When property rights advocates blame losing court cases on 'tree-hugger' judges, it sounds like sour grapes to us. And it also sounds like sour grapes when you blame some Coastal Commission court losses on "judges opposed to the environment." You've got tunnel vision if you think environmental considerations should always reign supreme. By the way, you didn't comment on the Commission being declared "unconstitutional." Was our portrayal inaccurate? Was that also the result of a judge opposed to the environment?

As for the Dockwalkers program, we listed five specific reasons why we opposed it. Nothing you have said has changed our mind about any of them. You claim the program was the result of input from an impressive Board of Advisors, which you list. Unfortunately, that input may not have been as sincere as you'd like to think. We promised confidentiality so we can't reveal any names, but some of the 'positive input' came from groups or organizations that didn't really like the program, but felt they had to support it — or suffer the consequences. Want some genuine input from the people the plan will affect? Walk the docks with us and see what mariners really think.

Or perhaps take a minute to see how you'd feel if the tables were turned. Suppose, for example, you took your family out to dinner to celebrate a graduation or something. And as your son or daughter's steak arrived, a Coastal Commission volunteer approached your table to ask if he/she could take a minute to explain the irreparable damage done to the state's waters by the cattle industry that produces the steak. As noble as the volunteer's goals might be, it's the wrong time and the wrong place. The Dockwalkers program has got it wrong, too.

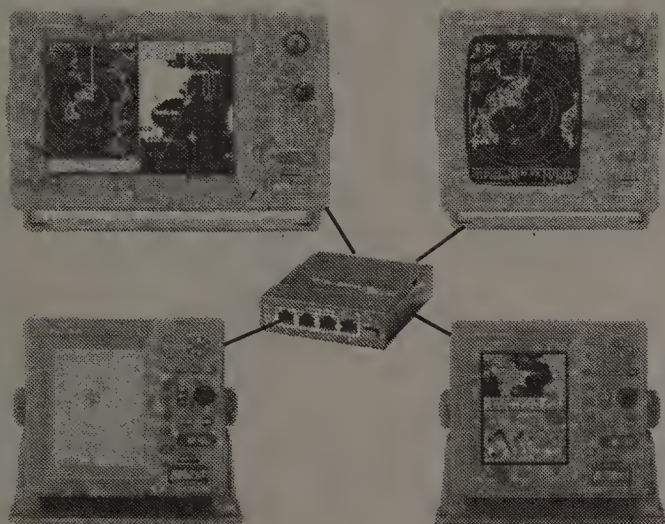
It's inaccurate to portray us as being anti-Coastal Commission. In last month's article we gave total support to Coastal Clean-Up Day — just as we do every year. As for the Clean and Green's program to paint "This goes into the Bay" next to storm drains, that was genius. So we evaluate each program on its merits. And when it comes to something like the Dockwalker program, which singles out mariners as being in need of special environmental education, we're going to use our freedom of the press rights and some of the goodwill we've garnered over the years to staunchly oppose it.

We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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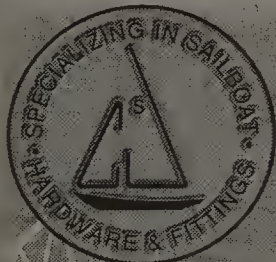
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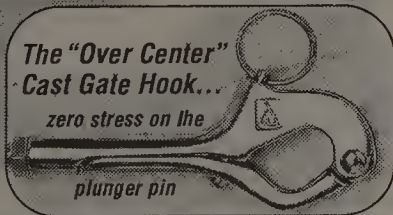
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LOOSE LIPS

Cruiser shot in Ecuador.

We received disturbing news last month that a German cruiser had been shot aboard his boat while at anchor in Sua, Ecuador. The following summary is taken from an account of the incident sent to us by cruiser Tim Crosby, who buddy-boated with the victim. We're trying to get more detailed information/confirmation on this story and hope to have more to tell you in a future issue.

Crosby was headed back to his boat at "1000 en la tarde" (which we think means 10:00 p.m.) on Sunday, maybe July 29, when a *panga* with three men aboard rammed the dinghy he was rowing. Thinking it was an accident, he shouted the equivalent of "Watch where you're going!" Instead of apologizing, the *panga* driver turned and rammed him again! They then took off and Tim returned to his boat. As soon as he had put his dinghy on deck and gone below, he heard Dieter calling from his boat: "Timo, I am shot, they shot me."

Crosby didn't know what he was going to find as he "threw the dinghy in the water" and rowed toward Dieter's boat 100 meters away: Were the pirates still around? How do I get him ashore? How do I stop the bleeding? Is he still alive?

What he found was his friend in the cockpit, covered with a sleeping bag and appearing to be asleep. When Tim asked, "Dieter, where are you hit?" the German pulled the sleeping bag away, revealing a bullet hole in the center of his chest. Though horrified, Tim was relieved to see there was very little bleeding.

The next five or six hours was a blur, both literally and figuratively. Tim rowed madly ashore and enlisted the help of four or five Ecuadoreans. They retrieved Dieter from his boat, wedged him in the back of a battered pickup and drove madly through the night searching out medical help. The first place they stopped, the 'doctor' started probing the wound with a metal tube — and no anesthetic. He recommended another facility 25 km away. So it was back in the truck and down more 'bumpy dirt roads.

Dieter was finally seen by competent medical help. An x-ray revealed the .38 slug wedged within inches of the heart, lung and aorta — but not breaching any of them. Because of the high danger of causing more damage than they'd fix, they recommended leaving the bullet right where it was. An EKG confirmed that Dieter's heart was okay. "He will be all right," a doctor told Tim. "He is not in any danger." Tim and the Ecuadoreans drove back to Sua and got drunk.

But not before Dieter told Tim what happened. He said he was sleeping below when he felt someone against him. A short struggle with the intruder ensued, whereupon a second man in the companionway lifted a gun and shot him in the chest. The two pirates jumped in the *panga* where a third man was waiting. They roared off into the night — which is about when Tim came rowing along. The pirates are the ones that rammed his dink.

Upon arrival back in Sua about 3 a.m., he also found out from some Ecuadorean yachtsmen that their Hunter 41 had been broken into earlier in the night when no one was aboard. Among the items taken was a .38 caliber *pistola*.

Tim reported that a month after the incident, Dieter was up and around, but in a weakened condition and tiring easily. A doctor friend in Germany was advising him, and it was expected he would fly home at some point to have the bullet removed.

Meanwhile, two weeks after the incident, five men were apparently arrested in connection with the crime. "The ring-leader made bail and is probably in Colombia by now," writes Tim. The others have yet to be charged.

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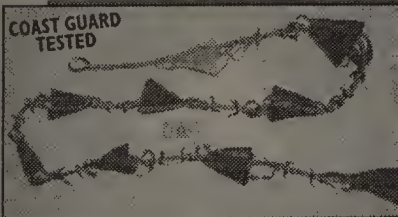
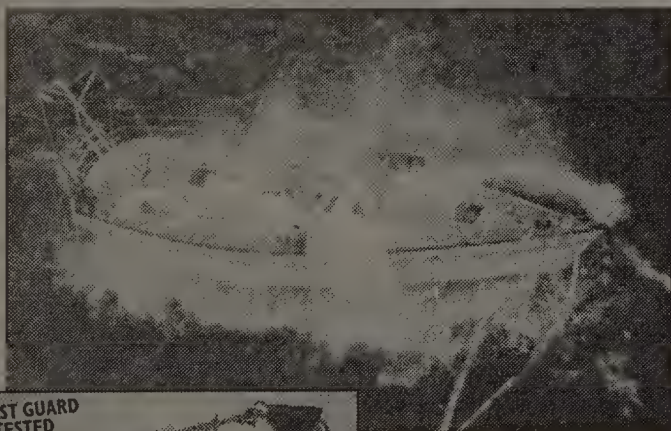


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LOOSE LIPS

Still kicking.

"Rumors of my retirement are highly exaggerated," writes East Bay boatbuilder Arne Jonsson. "I am trying to semi-retire (cut down to only five days a week)." He's also moved his shop a block west, to 2041 Grand St., #23 — Grand Marina. Arne's son Joakim shares the shop with his new business of high-tech composite construction and repair. "As always," says Arne, "our motto is, 'You name it, we do it.'"

Bill Grunwald exhibit.

On Sunday, October 28, the National Museum Library of San Francisco will host the opening of an exhibit in memory of Bill Grunwald (1921-1998) and the West Coast revival of traditional wooden boats. Bill built rowboats mostly, but other types and sizes of wooden craft, as well. When he opened Aeolus Boats in Davenport in 1961, there wasn't much of a market for rowboats. But by the time he died, his boats could be found from San Diego to Alaska, and from California to Maine. "You could tell them a mile off" from their practical, strong, beautiful lines. Bill taught, encouraged and befriended many boatbuilders, and was a major influence in the revival of traditional wood boat building on the West Coast.

On hand for the opening (5-7 p.m. at the Library, Bldg. E, Fort Mason Center) will be several current area boatbuilders including Ed Foster, Dan Drath, Jim Crockett, Steve Najar and Steve Wilce. All are presently working in or near the Bay Area on traditional small boat projects.

There will be refreshments, a short talk and a good chance to meet and discuss small boats with some of the best builders in the area. The event is open to all interested parties, but please call (415) 556-9874 to make a reservation. A donation of \$3-\$4 at the door would be appreciated. If you miss the opening, stop by sometime anyway. The exhibit will be in place until the spring of 2002.

Women's Sailing Seminar.

Ten years ago three women from Island Yacht Club, Linda Newland, Lynette Harter Breed, and Mary Quigley (who has since passed away), envisioned a seminar patterned after the Southern California Women's Sailing Seminar (still going strong). May 1992 was the first Northern California Women's Sailing Seminar. The next year, Chair Yvonne Gibson Gaines wrote the budget on a napkin. We came within \$10!

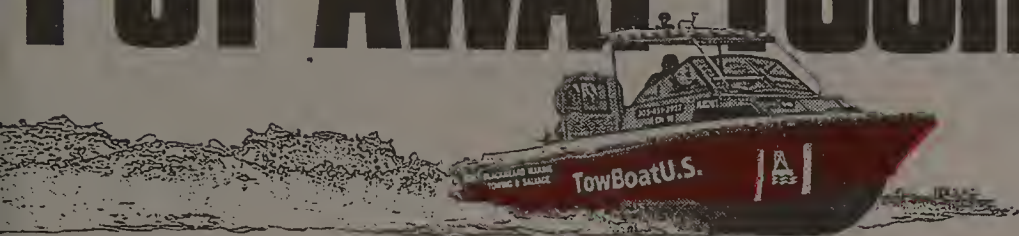
We don't write our budgets on napkins anymore. On October 6-7, we'll hold our ninth year of on-the-water and classroom classes. This year, we'll also fill an entry in the Berkeley Women's Skipper Race. Women from all over California and the Northwest come to learn about sailing by and for women (think about being taught to drive by your husband or father). This year's keynote speaker is single-handed sailor Terry McKelvey.

Many local sail lofts and sailing relating industries sponsor the seminar, headed from the beginning by West Marine. This year's Chair is our Commodore Janet Frankel. 2001 registration is available at www.iyc.org, or by mail. Call Island Yacht Club at (510) 521-2980 or Janet Frankel at (415) 362-9533 for more info or to request a registration package.

Webb pleads innocent.

James Webb, the man accused of killing Petaluma Harbormaster Wayne Kipp last December, pleaded innocent by reason of insanity in a Petaluma courtroom on September 5. In the horrific December 22 crime, Webb, 60, reportedly shot Kipp, 43, numerous times with a semi-automatic pistol and then left him to die in the marina office. Webb was later

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LOOSE LIPS

caught driving Kipp's SUV with the gun by his side. The murder of Kipp, a respected member of the boating community, father of two and father figure to his girlfriend's three children, shook the boating community to its core last year. It was also the only murder in Petaluma in all of 2000.

The shooting reportedly stemmed from an eviction order for Webb's dilapidated 80-ft wooden motorboat *Colleen*. The boat had previously been evicted from San Rafael Yacht Harbor for overdue berth fees. Webb, who had previously led a nonviolent life, based his insanity plea on strokes he suffered prior to the shooting. Webb will now undergo psychiatric examination before returning to the courtroom in January.

Sharks score another one.

Another Florida resident was chomped by a shark last month, but not in the usual way. According to reports, a fisherman caught a shark and brought it aboard, whereupon he lost his footing, fell onto the shark and the both of them went overboard. Before becoming the big one that got away, the shark turned around and bit the fisherman.

Message in a bottle.

Putting messages in bottles and tossing them into the ocean is as old as, well, bottles. But rarely do they make a voyage like that of a bottle thrown over the side of the passenger ship *SS Lurline* (remember her?) off Cabo San Lucas on January 4, 1969. The champagne bottle finally ended up on the windward shore of Oahu, where it was found by beachcomber Sylvia Edgar in 1998. She was amazed to note the date, and confirmation in the form of the ship's daily newspaper (which noted, among other things, that Sirhan Sirhan was "eager but realistic" on the eve of his trial for assassinating Robert Kennedy). As requested, she wrote George Green, the *Lurline's* bartender and 'bottle tosser' that day, but he had long since passed away. Drift analysis revealed that the bottle had likely traveled 150,000 miles in 29 years, sufficient to have circled the North Pacific five times.

— *Beachcomber's Alert!* Spring 2001

Readers — The hugely entertaining *Alert!*, which focuses on the fascinating flotsam of the world's oceans, is published by Dr. Curtis Ebbsmeyer, a drift analysis expert. Subscriptions are \$12 for a year (four issues) and may be had by writing to 6306 21st Ave. NE, Seattle, WA 98115. Selected stories also appear on the www.beachcombers.org website.

Another one fights the dust.

Sometimes it seems like you can't plant tomatoes in the City without hitting part of the Gold Rush fleet. The latest ghost to bare her long-lost bones is the 126-ft *General Harrison*, unearthed during construction in the Financial District in early September. The *Harrison* was built in 1840 in Massachusetts, but met the same fate as hundreds of ships when gold was discovered on the 'banks of the Sacramento' in 1848. By 1849, every tub that could float was rented, chartered, or stolen to take people to the Gold Rush. Most of those ships — numbering in the hundreds — were abandoned where they sat on the mud flats off the City. During one of the more colorful eras of San Francisco, as the mudflats were filled in, the ships became occupied again — doors were cut in their sides and they opened up as bars, hotels and even jails. The *Harrison* ended her days as a floating warehouse near the corner of present-day Battery and Clay Streets. She burned to the waterline in the great fire of 1851 and was lost until last month.

It is so common to find Gold fleet ships under certain

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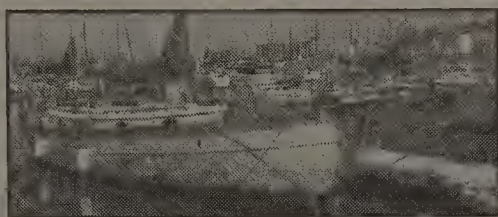
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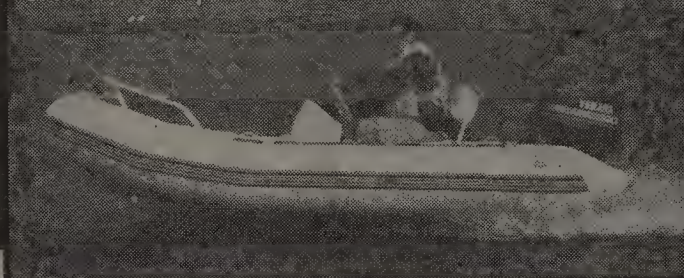
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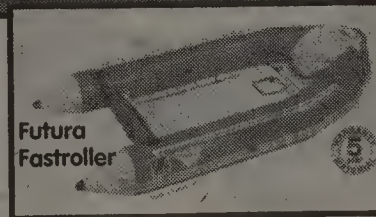
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CLASS OF 2001, join us for a day of fun. At the swap meet you'll find rubber boats, line, sails, charts, books, blocks, rigging, outboard engines, anchors, nautical decor and tons of hardware of all descriptions. At our June swap meet, a boater purchased an Edson pedestal steering system for \$50 and I picked up a \$10,000 2-speed Barient bicycle winch for \$500! After the swap meet, join us for a great lunch and see if you can put away more kegs of beer than the Class of 2000. If you are a bonafide cruiser, outward bound in the next 90 days, this party is for you. Meet fellow cruisers, exchange radio schedules and kick back at the best marine junk store on the planet. **Reservations are a must.** Call or drop a note and send us a picture of your boat for our photo board. **Swap meet 0700-1200.** Cruiser's party 1300-??? *No freeloaders please.* Dinghy from the free anchorage to Josh Slocum's restaurant where it's a short walk to the store.

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LOOSE LIPS

parts of the City that most construction projects are required to hire archaeologists as part of the planning process. Allen Pastron of Oakland-based Archeo-Tec headed this 'dig'. He and his team were given several weeks to comb over the wreck for artifacts and information. The *General Harrison* will then disappear again, to lie undisturbed under the basement of the new hotel which will occupy the site. "In another 100 years, when the hotel comes down, another generation of archaeologists will have a chance to look at it," he said.

Did you know. . . ?

It's pretty well known that the city of Vallejo was named for General Mariano Guadalupe Vallejo, who as reward for good work in suppressing the local Indians was given a large land grant encompassing a large chunk of the Sonoma Valley. You probably also know that in 1852, the General lobbied to make the young community of Vallejo the state capital, offering \$350,000 in gold to sweeten the pie. The state legislature agreed. But when the General was unable to make good on the payment, the legislature moved on to Sacramento.

But here's the rest of the story. General Vallejo was a great horse fancier. He particularly prized one beautiful white mare. Once, when a number of the General's horses were being ferried across the Strait from the Contra Costa shore to Benicia, the crude barge capsized. Some of the horses swam ashore, others drowned, the white mare among them. Or was she? Many weeks after the accident, Vallejo's beloved white mare was discovered grazing on the island across the channel from Vallejo. It's been known as Mare Island ever since.

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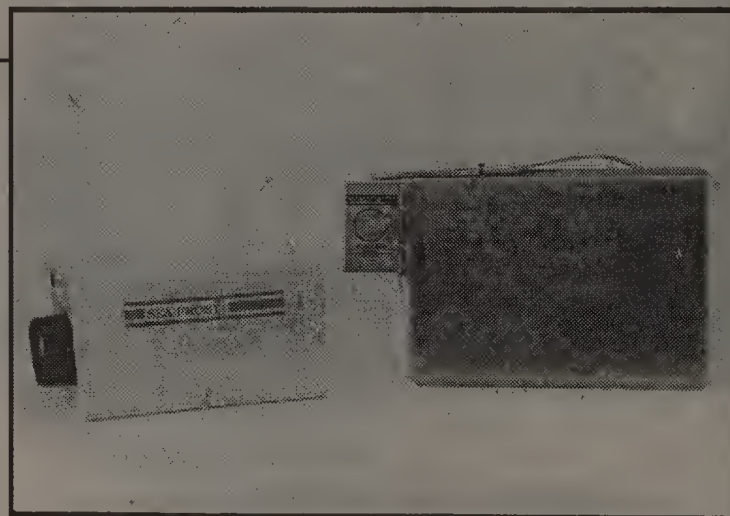
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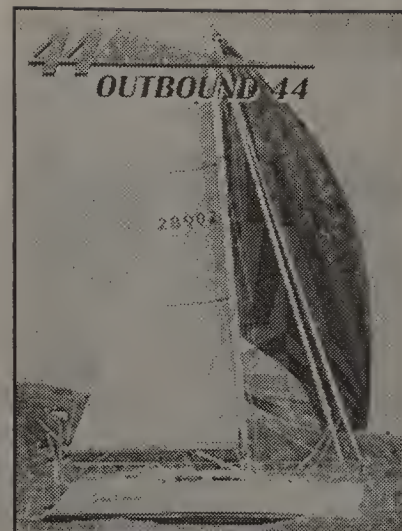
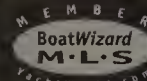
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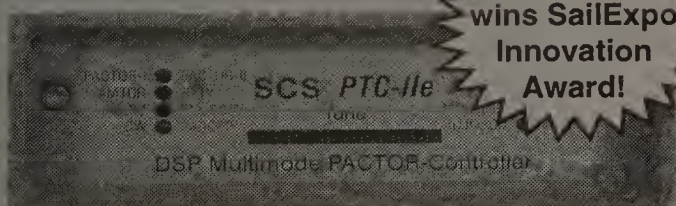
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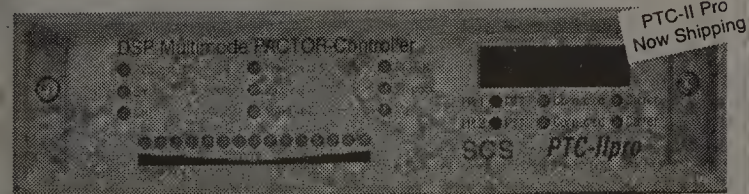
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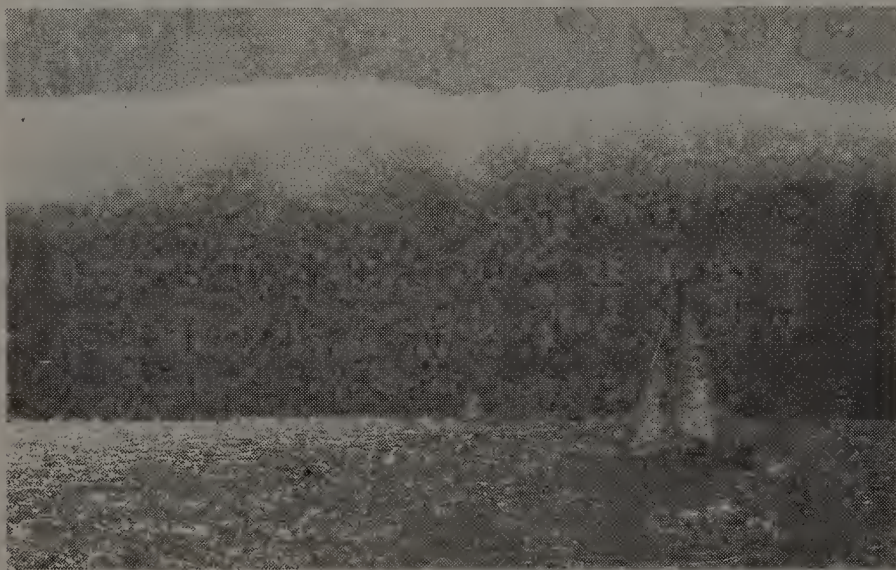
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The world, as we all know, changed on September 11. After the initial fury, was there any one of us who didn't suffer some shock and depression? The first time we felt a semblance of normalcy was the



LATITUDE/RICHARD

Whether you sail for the serenity (above) or excitement (right), you can find it on San Francisco Bay.

following Saturday, about three hours into a long afternoon sail on San Francisco Bay. It was an appropriately moody day, with high clouds and haze, then a heavy fog rolling in under the Gate. Moody as it might have been, the Bay and surrounding hills were as magnificently beautiful as ever. Shortly before sundown, the wind and fog eased off, and in the fading sunshine there were lovely sailing conditions in The Slot.

The terrorist attacks and possibility of future terrorist attacks have naturally forced everyone to suddenly reevaluate what's important in their lives. Family, friends, and treating each other nicely seemed to have suddenly risen to the top — as well they should. The importance of material goods, such as fashionable clothes and a shiny new car seemed to plummet.

How the attacks will affect the world of sailing is unclear at this time. Some events such as the Big Boat Series were cancelled, while others, such as the Volvo Ocean Race, have started. Given the uncertainty of the times, we're sure that some folks will want to bail out of their boats. This was reflected in a glut of last-minute *Classy Classifieds* this month. On the other hand, a lot of folks seem to have been jogged into the realization that a 60 or 70-hour work week doesn't necessarily bring happiness, and say they intend to spend more time enjoying family and friends through shared experiences such as sailing. In addition, there are countless Baby Boomers on the cusp of retirement — as well as others — who may view this as a propitious time to vacate urban America's high-rise apartments and offices for places that seem like less likely targets for terrorist attacks. Places such as Mexico, the South Pacific and New Zealand. The October 28 start of the Ha-Ha will provide some indication of the mood of these folks. In an average year, 75% of the 130 paid-up entries would be expected to actually start.

On the personal level, the attacks have had a surprising effect. After initial fear and discouragement — we travel by air frequently — we came to the familiar realization that all you can do in life is the best you can do. As such, we're making it our goal to do everything — from our relationships, to our personal health, to our work — a little better than we've done in the past. We're too old to join the Army, but having been reminded that life is always tenuous at best, we're damn well going to try to be 'the best we can be'.

The attacks have also made us appreciate how extraordinarily lucky so many of us have been. We live in perhaps the best area of the most free country in the world, where there has been more opportunity than

continued on outside column of next sightings page

fleet week

It came as no great surprise to most that Fleet Week, scheduled for October 5-7, has been cancelled this year. It will be the first time in decades that this annual celebration has not been part of Autumn Bay Area festivities.

The first time a large fleet of Navy ships visited the Bay was in 1898, soon after the Spanish-American War. But the visit of Teddy Roosevelt's Great White Fleet in 1908 — arranged in part to show support for San Franciscans in the wake of the great '06 earthquake — really got the



cancelled

idea of an annual visit going. It continued on a semi-regular basis after that, with the 'lowlight' being 1923, when seven destroyers bound for Southern California after Fleet Week here ran aground at Point Honda. In 1981, then-mayor Dianne Feinstein finally made it official, declaring Fleet Week an annual celebration of the Bay Area's Naval history.

The two most visible aspects of Fleet Week are the parade of Navy ships down the Cityfront, and the aerial acrobatics of

continued middle of next sightings page

therapy — cont'd

could have been found anywhere else on the planet. We know that America has its problems, as we're among the loudest in the chorus to point them out. But as we've known and said all along, for all our faults, there is no other country in the world that has treated its citizens and others as well. Indeed, maybe we've treated a few people too well. Nonetheless, we can all work to make this an even better country.

The world changed on September 11. And on a personal and national level, we hope that change is used as a stimulus to improve everything we can — and hope you'll join us. So stand tall by doing your part, being brave, holding onto your stocks, and supporting the economy. At the same time, celebrate life by living, laughing, loving — and sailing your ass off. We'll see you out there.



SIGHTINGS

volvo ocean race

Unlike many sporting events last month, the Volvo Round the World Race got underway on schedule off Southampton, England, on Sunday, September 23. Eight boats from six countries answered the starting gun at 3 p.m. local time. The ones that make it to the finish line in Kiel, Germany, in June of next year, will have completed an event-high

nine legs and 32,700 miles of racing over nine months. Stops will be, in order: Cape Town (arrive late September, restart October 23); Sydney (arrive late December, restart January 3), Auckland (arrive late January, restart February 19), Rio de Janeiro (arrive early March, restart March 27), Miami (arrive early-mid April, restart April 17), Baltimore arrive late April, restart May 11), La Rochelle, France (arrive late May, restart May 31), Göteborg, Sweden (arrive early June, restart June 9), Kiel (arrive June 9-10). The longest leg is the first: 7,350 nautical miles to Cape Town — and in seven previous runnings of this race, the first boat to get there goes on to win the whole enchilada. The shortest leg is the last: 250nm from Göteborg to Kiel.

When this race was last run (as the Whitbread Round the World Race) in 1997-'98, it was scored on cumulative times for the various legs. A big change under the Volvo umbrella is that each leg will count one point. There will also be three 'sprint' races built in, including the Sydney-Hobart in December.

A couple of significant pre-race events occurred since last month's *Sightings* pre-pre-

view of the Volvo. Both concern the *Nautor Challenge* team. The first was that skipper Grant Dalton made the surprising decision to go with the team's Frers-designed boat instead of the Farr. (Farr has designed 24 of the 32 Volvo Ocean 60s, including all the winning ones.) The boats had been testing against each other for months and the Farr showed speed, but Dalton went with the Frers because "On the whole, with the conditions we expect to get, the choice became clearer. . . for the Frers." That boat automatically became *Amer Sports One* and the other boat *Amer Sports Too*. Also automatic: Too was given to the other, all-women *Nautor* team headed by American Lisa McDonald.

McDonald's team made the other significant pre-race news when they asked for an additional crew member to bring *Amer Sports Too* closer in crew weight to the other teams. The other teams grumbled a bit — the '97-'98 women on *EF Education* didn't need an extra — but relented, bringing AST's complement to a hopefully lucky 13.

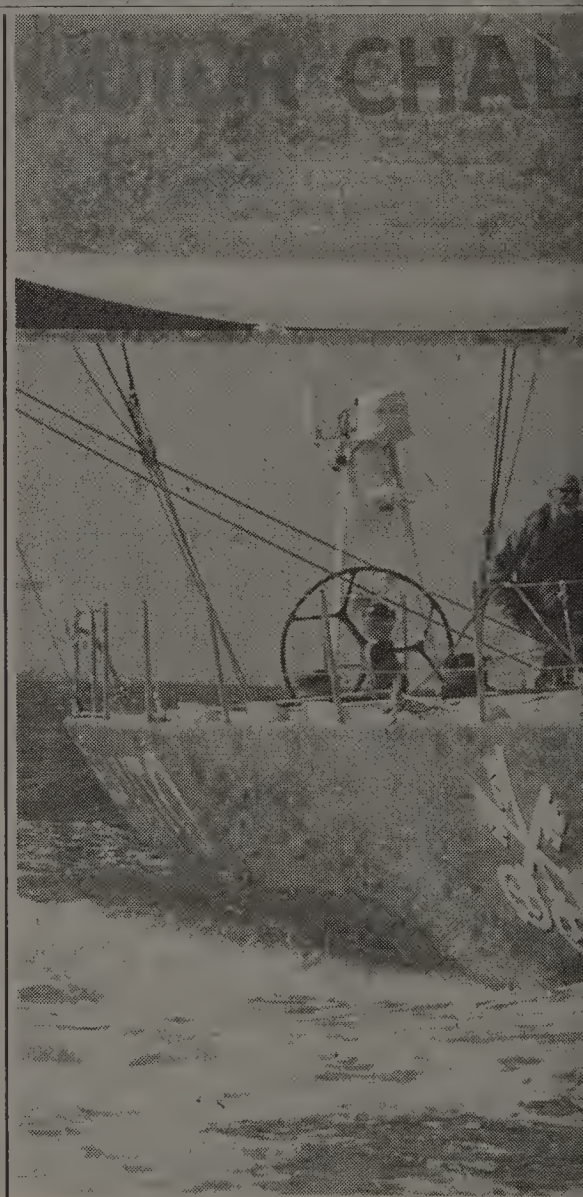
As to the progress of the race, there's not much we can tell you that will mean anything by the time you read this — they started only one day before this issue went to press. We were interested to note that Dalton led the charge out of the Solent and into the Atlantic. In his last big competition — aboard the 110-ft catamaran *Club Med* in The Race — once Dalton got out in front, he never relinquished the lead. And one has to imagine his 'local knowledge' — this is his seventh trip sailing around the world (five previous Whitbreads and The Race) — will serve him equally well this time. What Dalton does not have is a lot of time in his boat. On that count, the German *illbruck Challenge* headed by John Kostecki — the darling of pre-race oddsmakers — will be a hard nut to crack. They've been two-boat training for this event since the end of the last round-the-world race. A few hours after the start, *illbruck*, flying a large 'Sailing For Freedom' banner on her main, was vying for second with *Team SEB*. Bringing up the rear of the fleet was *Amer Sports Too*, which blew up a spinnaker minutes after the start.

Although there are no American boats in this edition of the Volvo Ocean Race (formerly the Whitbread Round the World Race), several

continued on outside column of next sightings page

fleet week

the Navy's Blue Angels precision flying team. But Fleet Week also encompasses many shoreside activities — ship open houses, air shows, search and rescue demonstrations, dinners, dances, fun runs and civic events among them — that offer fun, goodwill and positive interaction between military personnel and the



cancelled — cont'd

public.

(Selected activities such as the 5K and 10K runs on Alameda Point are still tentatively scheduled to take place. Check your local papers closer to October 5-7 for more information on this and other possible related activities.)

continued middle of next sightings page

volvo — cont'd

Bay Area participants will make it that much more interesting to follow: Kostecki; Dee Smith and Keith Kilpatrick, watch captain and helmsman/trimmer respectively on *Amer Sports One* (New Zealand); Melissa Purdy on *Amer Sports Too*; and Mark Rudiger, navigator of *Assa Abloy* (Sweden). You may recall that Mark navigated for the Swedish *EF Language* team (skipped by Paul Cayard) in the '97-'98 race, an underdog effort that ended up winning. Rounding out this year's fleet are

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Above, 'illbruck Challenge' is the boat to beat in this edition of the Volvo. Below, Grant Dalton's 'Amer Sports One' is a Frers design. Center inset, 'Assa Abloy' blasts to weather. Left inset, the start. Far left, 'Assa Abloy's crew displayed flags of all nations competing in the Volvo Ocean Race on their way to the start.



SIGHTINGS

volvo — cont'd

Djuice Dragons (Norway), *Team NewsCorp* (New Zealand), *Team SEB* (Sweden) and *Team Tyco* (Bermuda). The boats are the latest development of the VO 60 box rule. They are all 64-ft, water-ballasted flat-out racing machines that are long on speed, short on comfort and wetter than a screen door in a submarine.

We will be running periodic updates on the Volvo in future issues, as well as in *'Lectronic Latitude* (www.latitude38.com). But for the best, most up-to-date information, log onto www.volvorace.com — or spend a few bucks for the fantastic Virtual Spectator software and 'watch' the race (or at least a graphic representation of it) in real time.

fleet week

This year, the combination of the armed services on heightened alert and fears of terrorism caused the Navy and the civilian Fleet Week Committee to play it safe and shut the event down. "It would only take one or two nuts to do big damage if you put a lot of people in one place along the waterfront," noted Committee member Frank O'Neill. In recent years, an estimated 1 million people have been



cancelled — cont'd

drawn to the event. In the maritime community, no other annual event draws so many boats out onto the Bay. Fleet Week is expected to return next year.

We heard late in the cycle that an alternative plan was in the works. Tentatively called 'the Spirit of Fleet Week', it would be a simple demonstration of patriotism — go sailing October 5-7 and fly the biggest American flag you can.



Spread, Bill Biewenga and Rich Wilson aboard 'Great American II.' Above, modifications to the boat included narrowing the beam slightly. Below right, 'GA's main "competitor," the clipper ship 'Mandarin.'



COURTESY SITESALIVE.COM

new york to australia record sail

A new sailing record attempt departed from a very different New York Harbor on September 19. With the remains of the terrorist attacks still smoldering in the distance, Rich Wilson and Bill Biewenga sailed the 53-ft catamaran *Great American II* past the Statue of Liberty, outbound for Melbourne, Australia, 14,000 miles to the southeast. If they can make the nonstop voyage in less than 69 days, 14 hours, they will better one of the oldest remaining records in sailing, that of the clipper ship *Mandarin*, which set the mark during the Australian Gold Rush in 1856.

Rich and Bill, 51 and 54 years old, respectively, were originally scheduled to depart on the previous Sunday. But like so many other events, those plans were postponed after the terrorist attacks of September 11. (In fact, the two sailors were on their way to the boat — located at the Chelsea Piers only a couple miles from the World Trade Center — as the attacks occurred. A field hospital was set up in the gymnasium

in the Chelsea complex, and both Rich and Bill volunteered to help. They spent the whole day at the center helping aid some of the first victims to be brought there.)

In fact, despite years of preparation, they were unsure whether the sail should take place at all. Then e-letters started coming in to the website of the education company SitesALIVE!, which Wilson had founded in the mid-'90s. The overwhelming message was that they should go. One of the letters was particularly poignant. A Marblehead sailor reminded them that Ernest Shackleton was

about to set off for the Antarctic in August, 1914, when the Great War broke out. "Shackleton volunteered his ship for the war, but Churchill sent him on his way with the single word, 'Proceed!' He did and endured his great adventure to become a legend. Shackleton and Churchill and all the great heroes of the past would want you to proceed now with great success. Show our flag proudly to the world!"

The surprising outpouring of support got the record attempt back on track, and "strengthened our resolve to show the world our country's resolve," said Wilson. "I've never been more proud of the boat's namesake."

Longtime readers may remember that Rich and Bill have done a similar voyage together. In 1993, they sailed the same boat from San Francisco to Wilson's homeport of Boston in 69 days, 20 hours, to beat the 1853 record set by the clipper *Northern Light*. Part of the focus of that voyage was an interactive program where Rich wrote daily dispatches that were distributed in newspapers and the internet to some 10,000 classrooms nationwide. It was only after they arrived in New York that Wilson realized their voyage had been followed by more than a quarter million students — whose teachers used the information to impart 'real world' applications of everything from geography to the mathematics of navigation. That led to Wilson founding SitesALIVE!, which now connects school kids to all sorts of interactive adventures with an educational bent. The latest voyage is no exception.

Great American II is a Nigel Irens design, launched as *Dupon Duran*

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SIGHTINGS

ny to oz — cont'd

in 1991. She's been owned by Wilson's company and berthed in Boston since the 1993 record sail. For the latest attempt, the boat underwent a complete makeover, including a new suit of Doyle sails and the rather unusual modification of having her beam narrowed. "We actually went back to the original design beam that Irens had drawn," notes Biewenga. Apparently, soon after it was built, first owner Pasqual Herold (who was on an unrelated monohull record attempt across the Atlantic as this was written) had it widened to accommodate a bigger rig. Although more stable, the weather hull was lower to the water and took a real pounding in a seaway. In her original, narrower configuration, the boat gives up a bit of stability but has a much more seakindly ride.

The boat will also carry more communications gear than Air Force One. All of which is aimed at getting the experience into the classrooms of America. You, too, can follow their progress at www.sitesalive.com.

showing our colors

In the wake of the terrorist attacks, American flags flew off store shelves. We can't remember a time when the Stars & Stripes were so publically displayed as the last few weeks on houses, T-shirts, cars, boats — you name it, old glory was everywhere.

Until last month, the tradition of flying ensigns off yachts had fallen off significantly, at least here in the Bay. About the only times we recall seeing a significant number of ensigns on boats is during the Master Mariners Regatta and Fourth of July weekend. We welcome its return, and offer the following guidelines for those interested in showing their patriotism from their own boats.

- Boating flags come in two versions. One is the 50-star national flag known in nautical lingo as the 'ensign.' The other is the so-called 'yacht ensign.' It has the same 13 stripes, but the blue field is occupied by a fouled anchor on a field of 13 stars. Either is acceptable for most boats, although you may be interested to know that documented vessels are actually *required* by law to fly the yacht ensign. It is also generally recommended that yachts traveling international waters or visiting foreign ports fly only the 50-star ensign.

- The size of the ensign is determined by the size of boat that flies it. On the fly (the flag's horizontal measurement), the rule is 1 inch minimum of flag for every foot of LOA. The hoist (vertical measurement) is two-thirds the length of the fly. When in doubt, err on the side of a larger flag. (For example, there are no 41-inch flags for your 41-footer. You have to go with the standard 48-inch flag.)

- The ensign or yacht ensign may be flown from either of two locations: the stern or the leech of the aftermost sail. The stern position (on centerline or just to starboard) usually involves buying a wooden staff and deck-mounted receiver for it, both of which are readily available at any marine outlet. Choose a staff long enough to keep the flag free of gear or the engine exhaust no matter which way it streams.

Although the stern mounting is probably the most commonly seen, the leech of the aftermost sail is the most traditional position. The flag may be sewn to the leech, or flown from a separate halyard. The proper position is 2/3 of the way up from the clew on a marconi rig, and just below the gaff on a gaffer. One of the reasons this arrangement is so seldom seen any more is that the flag is so prone to foul on the backstay of modern rigs.

- Whatever method you choose, the proper hours are from morning colors (8 a.m.) to evening colors (sunset), whether you are underway or not. There are three exceptions to this rule: 1) Boats entering or leaving port, even at night, should fly an ensign; 2) An ensign is not flown during races; 3) To save wear and tear, a boat need not fly an ensign when out of sight of land or other vessels.

- There is no provision to fly ensigns at 'half-staff' aboard boats. One way to signify recognition of those killed in the terrorist attacks

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pwcs banned

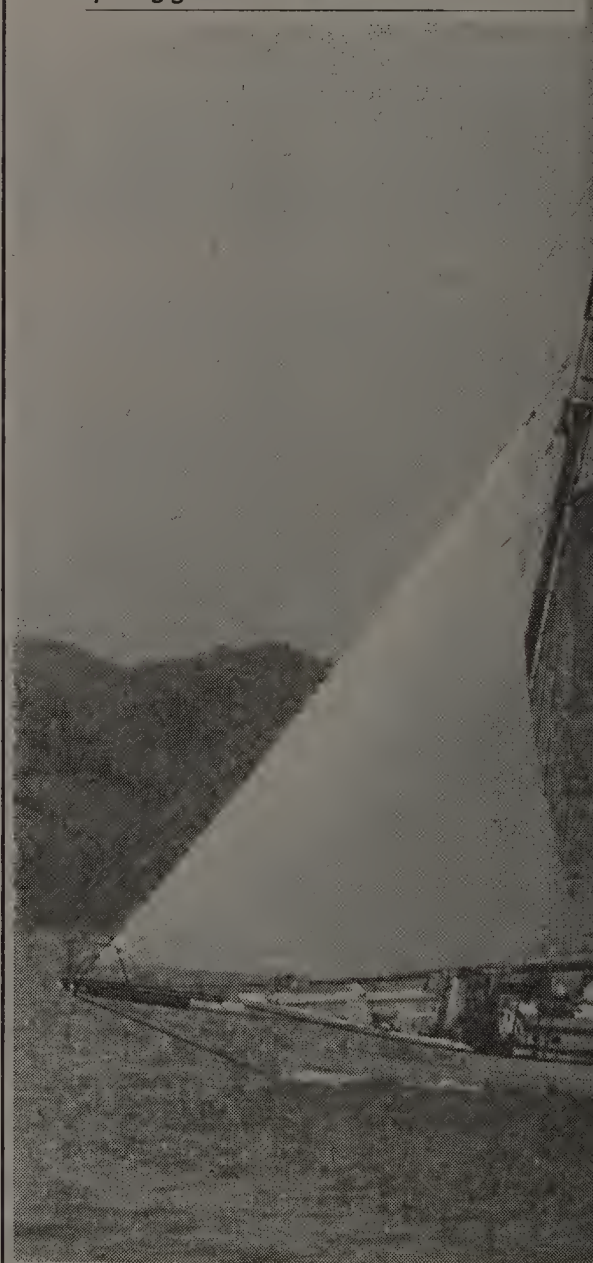
Q: How are Personal Water Craft ('jet skis') like JR Ewing on the old *Dallas* TV series?

A: Everybody loves to hate 'em.

The latest blow to the PWC crowd is a ban that goes into effect this month. As of October 10, NOAA will prohibit the use of PWCs throughout the Gulf of the Farallones National Marine Sanctuary. With an area of 1,255 square miles, this is larger than the state of Rhode Island — and will compromise the largest "jet-ski free" zone in the United States.

The ban resulted from a petition from the Environmental Action Committee and the Bluewater Network — because, says a Bluewater Network press release, "PWCs are different than other motorboats and

Master Mariners 'Brigadoon' (left) and 'Ter'e' show the proper way to fly an ensign from a split-rig gaffer and marconi boat.



in sanctuary

therefore pose a unique threat to the sanctuary's wildlife and visitors, as well as its ecological, aesthetic and recreational qualities." Among the more significant of these threats, PWCs are noisy enough to disturb wildlife, their two-stroke engines are among the worst polluters of water and air, and they have a high accident rate. In 2000, PWCs accounted for 19% of all registered vessels, yet were involved in 32% of all accidents and 45% of all injuries. (That's actually a decrease from previous years. New laws have made PWC operation slightly safer.)

The new ban joins laws already in place that prohibit PWC operation in much of San Francisco Bay, as well as off Pacifica and Monterey.

flags — cont.

might be to stream a black ribbon with the flag, as was done after the JFK assassination.

There are a ton of other archaic, half-forgotten 'rules' for ensigns, and for the most part we hope it stays that way. (For example, 'dipping the colors' when a flag officer from the skipper's yacht club anchors nearby.) But as for sailors 'showing our true colors', we welcome the practice back in a big way. Next time you go out, show your colors! (For more on general flag etiquette, see the nifty website at <http://www.ushistory.org/betsy/flagetiq.html>.)

the reincarnation of *flirt*

At first glance, *Flirt* reminded us of a cartoon hospital patient, bandaged from head to foot with pulleys and splints going every which way. The last mortal remains of the 87-year-old sloop now behind Arques Shipyard in Sausalito are like that — all trussed and braced

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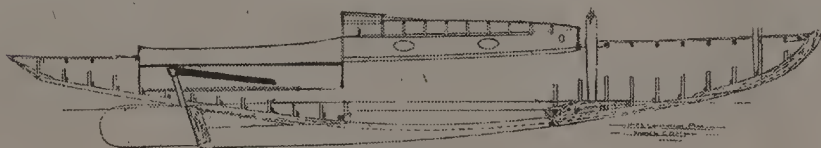
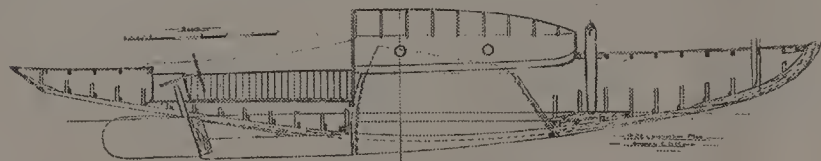
LATITUDE/JR

SIGHTINGS

flirt — cont'd

and jacked into alignment to facilitate the 'healing' to come. Also like some medical emergencies, her rescue didn't come a moment too soon.

Flirt was built at Mare Island by Ralph Flower in 1914, the year the



'Flirt's old cabin (top) will give way to a newer, more streamlined version (below).

first World War started, and only eight years after the Great San Francisco Earthquake of '06. The engaging waterfront character known in later life as the 'bicycling boatbuilder' was a teenager back then. With the help of experienced shipwrights, Flower started this first boat — and his eventual career — with the 31-ft LOD Charles Mower sloop. (*Flirt's* short bowsprit makes her 34 feet LOA, with an 8.5-ft beam, 3-ft draft — and only 12 inches of freeboard amidships!)

Flirt was also Flower's first 'big' boat, and he owned, sailed and loved her for more than two decades. He made several significant modifications to the boat during that time, including scrapping her cumbersome iron centerboard for a fixed keel, and switching from the gaff rig to marconi. Each of many succeeding owners 'personalized' the boat further: at some point her steering was switched from wheel to tiller, and an engine was installed sometime in the '30s. *Flirt* weathered it all with strength and grace, even the part not so long ago when she was a liveboard in Richardson Bay.

Like all boats with multiple owners, some took better care of *Flirt* than others. By the time Peter Strietmann acquired the boat two years ago, she was an old horse that had been rode hard and put away wet too many times. He knew she needed work, but he had long admired the boat — and Flower, who had been a mentor of sorts to Strietmann's 20-year wooden boat 'habit.'

Peter sailed the boat up until about a year ago, which might not sound like a big deal until you realize how far gone she was. A short haulout in San Rafael revealed the ugly truth — most of her iron fastenings were gone and about 85% of the wood needed to be replaced. It would be a huge job, too huge for Strietmann's finances ("and probably my marriage," he notes) to absorb.

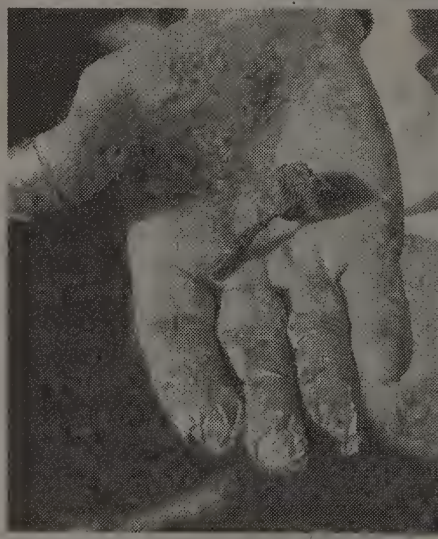
Fortunately, part of the old Sausalito waterfront remains an enclave of wooden boat building, repair and preservation. Before Donlon Arques passed away in 1993, he created an endowment to found a school and center "for the restoration and replication of small wooden boats that have historical significance in the greater San Francisco Bay Area." *Flirt* qualified on all counts, and within a short time, a plan was in place to restore the boat: The Arques Trust would pay for the restoration; Strietmann would supply the materials. The Arques School of Traditional Boatbuilding next door also arranged for one of its graduates, Elie Sainfeld, to help on the project.

Heading the restoration is Dan Jones, a well-respected local boatbuilder, as well as one of Strietmann's best friends. (Jones named

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queen of

It's long overdue, but we now officially recognize Lucie Van Breen as the only 2001 winner of our annual Beer Can Challenge — recognition (and a T-shirt) awarded to anyone who completes one evening race each night for a full week. She even put a unique spin on it by sailing each race on a different Santana boat. So in addition to Baroness of Brew, Mistress of Malt, Sultana of Suds and the High Duchess of Draft, she may also be



the cans

addressed as Queen of Tuna Cans. This, ahem, 'can-do' Richmond sailor also has the distinction of being re-coronated. She also 'reigned' in 1999.

Here's how Her Majesty did it.

Monday, 6/11 (Bay View Boat Club's 'Monday Night Madness' series) — Sailed aboard the Santana 35 *Breakout*, skippered by Lloyd Ritchey over a full compliment of seasoned and new crew. Lloyd

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flirt — cont'd

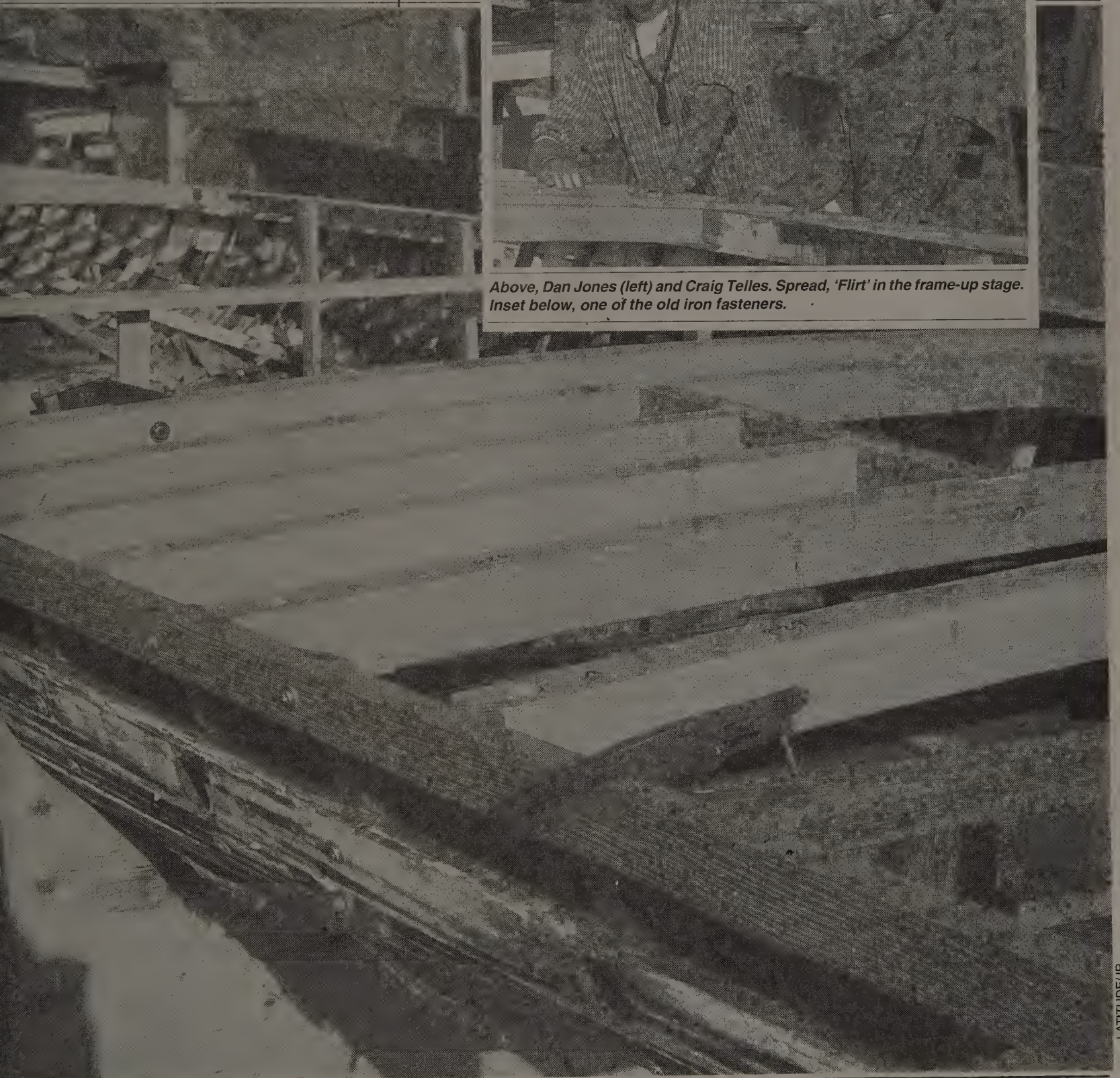
his recently-completed cutter *Apster* after Peter's young son.) The third skilled set of hands on the job belong to boatbuilder Craig Telles.

We stopped by on a sunny September afternoon to see the 'patient' and get the prognosis for her recovery.

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Above, Dan Jones (left) and Craig Telles. Spread, 'Flirt' in the frame-up stage. Inset below, one of the old iron fasteners.



SIGHTINGS

flirt — cont'd

"We're basically replacing everything but a few floor timbers, the keel, the forefoot and the sternpost," says Dan, who showed us a boat nail rusted nearly to the dimensions of a thumbtack. He also mentions that when they were taking things apart, feet went through the garboard — several times. "How this boat made it this far truly defines 'the Grace of God'," he smiles.

Flirt had hogged over the years, so one of the first orders of business after haulout was to jack her ends up to design specs. A series of external bulkheads were then built to help the boat hold its shape while demolition commenced. Jones says some of the frames were so rotten "we could pull them out by hand." Significantly, however, the massive blocking for the mast step was hard as iron and just about as easy to remove. Some builders consider the area around the mast step to be the 'heart and soul' of a boat, so that was considered a good sign. She was still alive.

The boat was stripped of her rig, deck and almost the entire interior. All that remained when re-construction commenced was the keel and several related structures mentioned earlier. Much of the planking was also still in place, though that will come off once the new framing is complete. Most of the old pieces weren't worth saving, but her old cabin went to the Strietmann house, where it began a new life as a kids' clubhouse. A shorter, sleeker cabin will take its place. (The original cabin was disproportionately high to accommodate the centerboard.)

Next, a new skeleton of oak frames, sheer strakes and deck beams was put into the empty shell. While we were there, Craig arrived with a beautiful piece of grown fir that in the next couple of days would become the new stem. A new stern was to follow it in a week. Jones was particularly pleased with the shipment of yellow cedar from which new planking would be made. *Flirt* should be replanked by next spring, with all new fastenings of bronze instead of the original iron. No new wood is needed for the mast, though — all the original needs is cleanup and a few coats of varnish and it's ready for the next 87 years.

Work will progress through the winter and next summer. The restoration should be complete sometime next fall.

All in all, the patient appears to be in good hands. We'll check in periodically with the *Flirt* restoration and let you know how it's going.

the cold, hard facts

We can't remember a summer when so many people have fallen off boats. At last count, we knew of nine sailors who had unintentionally gone into our chilly local waters since the '01 sailing season began back in May. One of them perished before he could be rescued. Another was plucked from the water at literally the last second as he was going under. Fortunately, the others were retrieved relatively quickly.

All experienced hypothermia, a condition wherein the body, when subjected to rapid cooling, goes through a predictable series of self-preservation functions to try to save itself. If the person is not pulled out of the water soon enough — the colder the water, the shorter the time window — these functions end with cardiac arrhythmia and death.

One of the best descriptions of hypothermia we have seen appears in *The Onboard Medical Handbook*, by Paul Gill, Jr., a doctor and sailor who practices both pursuits from his homebase in Vermont. Much of the following is either sourced from this 1997 book, or from recent correspondence with Dr. Gill. For the best understanding of hypothermia and what to do if you happen to be the one pulling someone out of the water, we recommend you get a copy of this book — and keep it aboard; there's lots of other great stuff in it, too.

There are many scientific reasons you lose heat more rapidly in cold water than cold air, but for the purposes of this discussion, just remember that your body cools *more than 100 times faster* in water than

continued on outside column of next sightings page

can-can queen

says he often spends Monday nights calling out the crew position when he wants something done — with a lot of new people



Lucie Van Breen.

every week, he can't always keep track of their names. Bay View's courses are fun, sailing from the City over to Alameda and back a couple of times. Blustery as usual, but no round-downs this year.

Tuesday, 6/12 (*Sausalito YC's Sunset Series*) — Mike Melin's Santana 35 *Picaron*. Carl Liescheske, according to some reports, one of the instigators of the every-other Tuesday evening series nearly 30 years ago, was set to get me on one of the boats in the 30-some boat fleet when *Picaron* pulled up to the dock. Shorts, a gentle reach across the Golden Gate to catch the sunset — does it get any better? Yes: friendly people back at the club, and great burgers cooked to order.

Wednesday, 6/13 (*Oakland YC's Sweet 16 Series*) — Mid-week in the heart of the Estuary. George is in charge, and was especially helpful in getting me a ride as I didn't have a 'Tuna lined up. The friendly race committee pointed me in the direction of a couple of skippers who had their choice of three or four of us that night. Emile Carles selected me to sail on *Lelo II*. We hunted the 'Tuna 30/30 *Tortuga* — my skipper's nemesis this summer. I wondered why Emile's crew wasn't interested in what I thought was the brew of choice... until the end of the race when he served up the Manhattans. Wow, we won a hat, too!

baja ha-ha VIII

As we go to press, 132 boats have officially registered for Baja Ha-Ha VIII, the 760-mile cruisers' rally from San Diego to Cabo San Lucas. Although the official entry deadline was September 10, pro-

— cont'd

Thursday, 6/14 (*Benicia YC Thursday Series*) — It was a long haul to Benicia after work on Thursday. Would I make it from Pt Richmond by the 5:30 docktime? I left at 4 (what commitment!), cruising through the crowd along the Richmond Parkway to avoid traffic. As usual, I got lost finding the marina. Once there, Tim Merrill, the Benicia Boys, and the rest of the 'Tuna 35 *Flexible Flyer's* winning crew welcomed me back into my first 'real' position on a race boat: mast. Could I do it? This was the most serious race of the week, and anyone who knows the competitive Noble Griswold and crew on *Goldilocks* understands the level of competition going on there in the Straits. Talk about courses: First Street, the Railroad Bridge, 'S' Street. It's a whole new chart in Benicia. I was thrilled.

Friday, 6/15 (*Berkeley YC Friday Night Series*) — Friday was a return to the time when I didn't race but instead watched the 'ex' sail away while I took care of the babies. Those were the old days when we had the Baby 'Tuna. I was determined to give the boat another chance so I did Berkeley Yacht Club's Series in the Slot on Megan Dwyer's Santana 22 *London Calling*. True to form, we had a nice ebb going out against the usual strong winds. Lots of chop, very wet and it was the first time all week I put on my foulies. There's a big crowd here every Friday, sailing where you never choose the wrong headsail.

How did I do it? With the help of the race committees and friendly skippers who get their boats out every week for a sail — and aren't afraid to take along a guest or two. And let's not forget the forgiving boss who looked the other way when I left work at 4 and 4:30 to get across a bridge ahead of traffic. 'Dues' also included three bridge tolls, a tank of gas in my Honda and five six-paks. Oops, let's not forget those great burgers, too.

The reward — besides this nice recognition of course (wow, a T-shirt, and it even has sleeves!) — is meeting such friendly people every single night.

Next up: I'm getting ready for Baja Ha-Ha — finally!

good to go

crastinators can still join the fun, but will have to pay *double* the normal \$250 entry fee. (Boats under 35 feet or skippers under 35 years old originally paid only

hypothermia — cont'd

in air of the same temperature.

Here, in order, is what happens when someone falls in cold water.

1. The blood vessels in the skin and muscles constrict (narrow down)

and the ones in the brain and internal organs dilate (open up). This creates a cool outer shell that insulates the important internal core. It's also the reason why victims sometimes can't grasp lines or flotation thrown to them only a few minutes after falling in.

2. Shivering starts. (That's right, whenever you shiver, you are in the first stages of hypothermia.) This rapid muscle twitching increases heat production up to 500 percent. Shivering starts when the core temperature dips below 98.6° and stops when it reaches about 86° or the muscles run out of fuel. Other less noticeable physiological actions include an increase in blood pressure, heart rate and respiratory rate, and a 25% increase in basal metabolic rate.

3. As hypothermia advances, victims will experience amnesia, difficulty speaking, loss of coordination, apathy and sometimes even loss of the will to live.

4. When you get cold enough, shivering stops. Victims experience loss of reflexes and voluntary motion, cardiac arrhythmias, and a drop in blood pressure. Finally, when the body reaches a core temperature of about 64 degrees, the heart stops.

(It's worth noting that someone who is not wearing a lifejacket or attached to some sort of flotation will drown long before their heart stops as they will be unable to tread water. In fact, drowning is the main cause of death in most cases of hypothermia.)

How long does all this take? The average person cools at a rate of about 4.5 degrees per hour. However, generally speaking, your body can 'hold its own' (maintain core temperature) for

at least 15 to 20 minutes even in the coldest water. Once past that point, though, your temperature "will plummet like a sinking ore carrier," notes Dr. Gill. Overall, the average thinly-dressed person can survive for two and a half hours in 50-degree water and up to 12 hours in 68-degree water. Again, that's *with* a lifejacket on. If not (and to stress the importance of wearing personal flotation), "the person would have drowned long before this point as hypothermia would have made it impossible to keep his head above water," says Gill.

NOTABLE
HYPOTHERMIA CASES

• In January, 1883, a storm separated two dorymen from their schooner 'mothership' *Grace L. Fears* off Newfoundland. The two hove to and endured two days of blizzard conditions. Thomas Welch died during the second night, but Howard Blackburn soldiered on, eventually rowing 40 miles to shore with his hands frozen to the oars. Blackburn survived, though he lost all his fingers and toes. This case shows that a positive attitude has a decided bearing on the outcome of hypothermia: Welch gave up early ("What's the use," he asked early on) and perished. Blackburn never gave up hope — and survived.

• Some years ago, 16 Danish fishermen jumped into the icy waters of the North Sea when their trawler sank in a storm. After about two hours, they were rescued. All 16 walked across the deck of the rescue vessel and went below to warm up. All 16 died of severe hypothermia.

• The *Titanic* continues to offer a textbook study of hypothermia. Consider, for example, that the water was warmer than the air that night, yet none of the people in the boats died and almost all those in the water did, even those wearing lifejackets. One of the very few who did survive going into the water was the *Titanic's* chief baker, Charles Joughin.

Similar to the final scene in the recent blockbuster movie, Joughin worked his way aft until he was standing, Leonardo Di Caprio-like, on the upraised stern of the ship. There, as the *Titanic* began her final plunge, he calmly buckled his lifebelt on. As the sea closed over the stern, Joughin stepped off into the water. He didn't even get his head wet. He bobbed about for over an hour, moving his arms and legs just enough to keep upright, before being pulled into a lifeboat.

— from *The Onboard Medical Handbook and A Night to Remember*, by Walter Lord

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HA-HA ENTRIES

<i>Sabbatical</i>	Mapleleaf 48	Michael Fitzgerald	Sacramento
<i>Gitana</i>	A & R 60	Dennis Choate	Long Beach
<i>Quantum</i>	Beneteau First 405	Frances C. McAbee	Alameda
<i>Prime Directive</i>	F-31 Trimaran	Dave Gilman & Tini Khine	San Francisco
<i>Still Searching</i>	Beneteau Oceanis	Ray & Rich Mullinax	Martinez
<i>Music</i>	Beneteau Oceanis 40	Joe Scirica	Redondo Beach
<i>Ku'Ulpo</i>	Swift 40	Mark & Sandy Joiner	Orinda
<i>Route du Vent</i>	Cheoy Lee 43	Seth & Bev Bailey	Alameda
<i>Neverland</i>	Nor' Sea 27	Naftuli Furman	Fairfax
<i>Silhouette</i>	Cabo Rico 38	Alan Wulzer	San Francisco
<i>Marna Lynn</i>	Centurion 47	Joe Brandt & Jacque Martin	Alameda
<i>Circe II</i>	Hunter 450	Donald Engle	Lafayette
<i>Ocean Child</i>	Pacific Seacraft 44	Bob Schiffner	San Jose
<i>Wavy</i>	Hughes 40 Cat	Michael Wright	Winters
<i>Ti Arangi</i>	Peterson 27	Kevin Stumpf & Cherie West	Minden, NV
<i>Compañia</i>	Tayana Vancouver 42	John & Susan Pazera	So. San Francisco
<i>Essence</i>	Hunter Legend 37.5	Walt Turner	Portland
<i>Lady B</i>	Norseman 447	Helmut & Mary Draxl	Newport, R.I.
<i>Grey Max</i>	Lord Nelson 35	Bill & Mary Makepeace	Boulder, CO
<i>Exit Strategy</i>	Hershine 52 M/Y	Ben Jones	San Francisco
<i>Charisma</i>	Andrews 56	Dave Sailows	Union City
<i>Loncia</i>	Baba 40	Brent Peterson	Bainbridge Is., WA
<i>Wassail</i>	Pacific Seacraft 34	Colin Banks	Everett, WA
<i>Cappuccino</i>	Ericson 38	Donald & Mary Lou Oliver	San Ramon
<i>Raven</i>	Sundeer 64	Jan & Signe Twardowski	Gig Harbor, WA
<i>Seasilk</i>	Hylas 46	Ed & Becky Scripps	Los Altos
<i>Wilderness</i>	Aerodyne 38	Jeff Rothermel	Manhattan Beach
<i>Southern Run</i>	Wauquiez 43	Robert & Patricia Clark	San Diego
<i>Windraker</i>	Mason 43	John Decker	Sunriver, Oregon
<i>Felicità</i>	J/120	David Shames	Berkeley
<i>Crazy Horse</i>	Jeanneau 52	Terry R. Linderoth	Scottsdale, AZ
<i>Garbi</i>	Vagabond 47	Rick & Sue Turner	Santa Cruz
<i>Lady Galadriel</i>	Crealock 37	Dennis & Lisa Schofield	Alameda
<i>Rubicon</i>	Westall 42	Howard Coberly	San Diego
<i>Short Hop</i>	Beneteau Oceanis 40	Daniel & Susan Todd	Laguna Beach
<i>Siesta</i>	GSY 44	Ed & Daisy Marill	Marathon, FL
<i>Skye</i>	Nor'West 33	Charles & Eveline Gallardo	Kensington
<i>Still Crazy</i>	Olson 30	Ron Corbin	Miami
<i>Texan</i>	Mariner 36	Gary Kaczmarek & Lois Bonsall	Dallas, TX
<i>Dulcinea</i>	Tartan 41	Ron & Susan Powell	Seattle
<i>Learjet</i>	N/M 56	Glenn Andert & Chris Vandever	Cupertino
<i>Saperlipopette</i>	Santa Cruz 52	Gilles Concordel	Berkeley
<i>Di's Dream</i>	Catalina 470	Roger & Diana Frizzelle	Alameda
<i>Kaneloa</i>	Targa 9.6	Terrence T. Kane	Santa Cruz
<i>Osprey</i>	Tayana 48	Lee & Nicki Dale	San Diego
<i>Mystic</i>	Islander Pete 40	Gene & Louise Brown	Longbranch, WA
<i>Fantasia</i>	Islander Freeport 41	The Swedberg Family	Moss Landing
<i>Camanoe</i>	C&C Landfall 39	William & Charlotte Johnson	Boulder City, NV
<i>Mobisle</i>	Perry 57 Custom	David & Gay Rutter	Seattle
<i>Hard On The Wind</i>	C&C 53	Roelof Manten	Long Beach
<i>Vivace</i>	MacGregor 65	Ron Milton	Los Altos
<i>Profligate</i>	Surfin' 63 Cat		Tiburon
<i>Fruitcakes</i>	Catalina 42 MK II	Steve & Angelina Phillips	Napa
<i>Blarney3</i>	Morgan 38-2	Adam Sadeg	Alameda
<i>Seacure</i>	Alres 32	William Sturgeon	Dana Point
<i>Hook</i>	CT-41 Ketch	Fred Snow	Two Harbors
<i>Ursa</i>	Cascade 36	Chuck Fisher & Karen Jacobson	Lake Oswego, OR
<i>Tini Apa</i>	Custom Steel Cutter	Robert & Trudy Lindsay	Hilo, Hawaii
<i>Sheef Music</i>	Caliber 38	Jerry & Sally Swalling	Mukilteo, WA
<i>The Great Escape</i>	Catalina 400	Duey & Nan Englehardt	Moss Landing
<i>Tenacious</i>	Beneteau 45f5	Michael Wagner	Sausalito
<i>El Regalo</i>	Tayana 52	Charles & Teresa Wilsdorf	Henderson, NV
<i>Fast Reorg</i>	Hunter 50	Club Nautique	Marina del Rey
<i>Kate</i>	CT-41	Larry & Julie Gibbs	Benicia
<i>Sailmates II</i>	Stevens 47	Joseph Ahiering	San Francisco

ha-ha

\$200.)

Typically, about this time in the Ha-Ha cycle, some skippers are still trying to finalize their crew lists and some would be crewmembers are still hoping to find a ride to the Cape. If you fit either of these profiles, here are three suggestions:

- Make use of the Crew List which appears in this issue.

- Attend the 'Mexico Crew List and Ha-Ha Kickoff and Reunion Party', which takes place on October 10 at the Encinal YC in Alameda, 6 to 9 p.m. (Details also elsewhere in this issue.)

- Show up at the West Marine-sponsored Ha-Ha Kick-Off and Costume Party on October 29 at the Cabrillo Isle Marina in San Diego. Obviously this is a last-minute solution, but it has worked for eager sailors in the past. So arrive with your passport in hand and your seabag packed.

Slips in San Diego are still tight, but Cabrillo Isle Marina's new managers, Tim and Linda Leathers, have been working with other nearby facilities to maximize the number of slips available. Call them upon arrival to check the current status (619) 297-6222.

Again this year, the San Diego Harbor Police have been extremely cooperative and have made special concessions to the

ha-ha

Doing some last minute packing for Mexico and trying to think of every last thing you might want to bring? Well, this year why not get your priorities in order: Leave the kitchen sink home grab a Boatblender. Talk about the right tool for the right job. The Boatblender is simply a handheld plastic beverage container that chucks right onto a cordless drill — and every boater worth his salt has got one of those. . . don't they? Ahem, ahem. The clever gadget blends up perfect margaritas or smoothies. Pretty cool, eh? After the blending is completed you simply unscrew the top of the sports bottle and replace it with a drip-proof cap.

You won't be surprised to learn that this handy contraption was invented a few years back by a self-described boat bum with a powerful thirst. Goes to show you never know what life-altering revelations might come to you while living the sailing life. (For more info, check out www.boatblender.com.)

— cont'd

Ha-Ha fleet, by allowing officially-registered boats to anchor in otherwise-restricted areas. Ha-Ha boats may contact the Harbor Police in advance to obtain a special anchoring permit for the A-9 anchorage, which lies just off Harbor Island, near the U.S. Coast Guard facility (as well as other anchorages if needed). Permits may also be obtained upon arrival, by stopping at the Police dock on Shelter Island. Call Lt. Ken Franke or one of his associates at (619) 686-6227 or e-mail lshepard@portofsandiego.org.

Skippers of Ha-Ha entries should be aware that Sunday, October 28, is not only the date slated for the 2 p.m. Kickoff Party — a pre-Halloween costume extravaganza — but that 10 a.m. on that day is the 'drop-dead' deadline for turning in all waivers and other paperwork. A brief skippers' meeting will be held at noon, at which time race instructions will be available.

For further info see the official Baja Ha-Ha website at www.baja-haha.com. Among other things, you'll find a hotlink there to *Latitude's First Timer's Guide to Mexico*, which has answers to many common questions. Finally, don't forget to check out *Electronic Latitude* (www.latitude38.com) for updates and anecdotes.

— cont'd



MORE HA-HA ENTRIES

<i>Millennium Falcon</i>	Custom Schooner	Michael Ganahl & Leslie Hardy	San Francisco
<i>Tuatha</i>	Westsail 32	Skip Riley	Ojai
<i>Journey</i>	Tayana 37	Curt Buchanan	Portland
<i>Zonda</i>	Bavaria 42	Greg Nuyens	Atherton
<i>Desperado</i>	Chris Craft 48 M/Y	Edward Kelly	Redwood City
<i>Glass Slipper</i>	Catalina 34	Robert Wood	Folsom
<i>Kiapa</i>	Santa Cruz 52	Peter & Susan Wolcott	Kapaa, HI
<i>Dream Catcher</i>	Islander 36	Vern Verling & Cheryl Lawson	San Francisco
<i>Aristos</i>	Vallant 40	Dave Dalton & Susan Faerber	San Diego
<i>New Focus</i>	Catana 431 Cat	Paul & Karen Biery	Livermore
<i>Indigo</i>	Tayana 48 DS	Robert & Patricia Norquist	Walnut Creek
<i>Bronco</i>	Morgan Out-Island 41	Nels Torberseon	Hayward
<i>Moon Me</i>	Cross 37 Tri	Jeff Nelson	St. Croix, USVI
<i>Cool Change To</i>	Swan 391	Dugan Baker	Portland
<i>Little Wing</i>	Perry 52 Cat	John Haste	Anchorage, AK
<i>Claudacious</i>	Liton Trawler	Jay Burton & Harriet Harrell	Tucson, AZ
<i>Sea Amigo</i>	Cross 38 Tri	Ray & Darline Thompson	Eureka
<i>Meltemi</i>	Island Packet 45	Dino & Anastasia Sofianos	San Diego
<i>Second Life</i>	Ocean 71	Tony Clarke & Family	Caribbean
<i>Ku'uipo</i>	Cheoy Lee Clip 42	Ann Selover	Honolulu
<i>Dolce Vita</i>	Marquesas 56 Cat	Volker & Mai Dolch	Belvedere
<i>Cassiopeia</i>	Swan 65	Rennie Waxlax & Anne Blunden	San Diego
<i>Priceless</i>	Pearson 424	Mike & Karen Cregan	San Diego
<i>Three Aces</i>	Contour 34 Tri	Peter Whittington	Long Beach
<i>Sail'ing</i>	Ben. Oceanis 390	Thomas & Norma Ling	Kirkland, WA
<i>Wild Cat</i>	F/J 46 Cat	Frank & Tina Waters	Newport Beach
<i>Cat Ballou</i>	Catana 42 Cat	Chuck Longanecker	Sausalito
<i>Mike'ali</i>	42-ft Trawler	Greg Rodgers	Oakland
<i>Minor Threat</i>	Catalina 34	Earl Ford	Los Altos
<i>Siren's Song</i>	Brewer Oceanic 43	Ruck & Linde Goldreyer	Marina del Rey
<i>Mistress</i>	Swan 53	Tom Lafleur	Rancho Santa Fe
<i>Jo Jo</i>	Bayliner 45	Greg Heinrich	Huntington Beach
<i>Seahorse</i>	Tayana 37	Patrick & Lisa McVeg	Kingman, AZ
<i>Air Ops</i>	Amel Maramu	David & Merry Wallace	Rancho Murieta
<i>Windarra</i>	Stevens 47	Rich Jablonski & Elaine Cashar	Bainbridge Island
<i>Palahna Rosa</i>	Forbes-Cooper 62	Stephen & Lois Streib	Pahrump, NV
<i>Synergy</i>	CT-35	James Shiets	Pearl City, HI
<i>Sorina</i>	Columbia 45	Ed & Jamie Hoff	San Francisco
<i>Sabbatical</i>	Catalina 36	Larry Pascoe	Del Mar
<i>Relax</i>	Crestlock Custom 57	Ron Jordan	San Diego
<i>Amakhaya</i>	Ferro 65	Joseph Stephens	Bronx, NY
<i>Doggone</i>	Brown Searunner Tri	Greig & Leslie Olson	Napa
<i>Fearless</i>	Morgan Out-Island 41	Bruce Hildebrand	Rancho Cordova
<i>Blacksilver</i>	Farr 58	Robert Koll / Carl Reinhart	Long Beach
<i>Long Islander</i>	Islander 37	Steve Pulaski	San Francisco
<i>Joie de Mer</i>	Beneteau 43	Pete Kilcommons	San Francisco
<i>Beyond Reason</i>	Lagoon 38	Jerry Lombard	Morgan Hill
<i>Synergyzer</i>	Ericson 28	John Riley / Larry Weinhoff	Daly City
<i>Sainte</i>	Columbia 30	Robert & Patricia McFarland	San Diego
<i>Mailika</i>	Keltenberg 41	Cal & Cher Ares	Jenner
<i>Delia</i>	Island Packet 380	Joe Bayliss	Seattle
<i>Magic Mist</i>	Islander Freeport 36	Richard & Dana Stufferfield	Phoenix, AZ
<i>Scirocco</i>	Morgan Out-Island	Greg Retkowski	San Francisco
<i>Desire</i>	Islander Perry 32	Heather Myles	Riverside
<i>Whatever</i>	Beneteau 411	Teff Reed	Berkeley
<i>Linda K</i>	Hunter 34	Garry Dobson	Stockton
<i>Amitie IV</i>	Custom Cold-Molded	J.P. Turcotte / N. Corona	Prince Rupert
<i>Bleu</i>	Island Packet 38	David & Gerianne Griffin	Marina del Rey
<i>Linda Lea</i>	TransPac 49	Linda Lea Stephens	Santa Fe, NM
<i>Surf Ride</i>	Vallant 42	Richard Bernard	San Diego
<i>Peggy Ann</i>	Starratt 45	Ray & Greg Fish	Santa Clara
<i>La Doce Vita</i>	Symbol 62 M/Y	Buddy & Renee Jobe	La Jolla
<i>Champagne</i>	Beneteau First 42	Clark Hamm	Los Angeles
<i>Vander Wiede</i>	N/A	Ted & Carol Vander Wiede	Fair Lawn, N.J.
<i>Taka</i>	Ct-41 Pilothouse	Jesse Haas & Anne Lowell	Seattle

hypothermia — cont'd

Many factors modify the 'average' case. For example, if you can get out of the water, even partially — say by hauling yourself up on a capsized boat — you can greatly enhance your survival time. If you go

ONBOARD MEDICAL HANDBOOK



Assuming the position — the HELP posture can help limit heat loss.

into the water slowly and don't get your head wet (you lose a great deal of heat through your head and neck), you can last longer. Children and tall, thin adults cool faster. Little people cool faster than big people. Interestingly, people with positive attitudes last longer than those who 'give up.'

Although women have a higher percentage of body fat than men, they are generally smaller, so the net cooling rate is about equivalent between the sexes. However, research has shown that doubling the 'skin-fold thickness' halves the cooling rate. In other words, this is one instance where being overweight can help you survive. Conversely, fit people, though stronger, generally have less

fat. So the survival value of fitness is moot.

If you fall in — you can lessen the effects of hypothermia by minimizing movement. Treading water or trying to swim will cool you up to 50 percent faster because the water moving over your body increases 'convective' heat loss. (But if the choice is swim or die, by all means swim.) Again, if you can get even partially out of the water, you might feel colder, but you will actually cool more slowly. If you can't get out of the water, you can limit heat loss by assuming the HELP (Heat Escape Lessening Procedure) shown in the illustration. If one or more other people are in the water with you, huddle together and maximize upper body contact.

If you rescue someone — There are important do's and don't's. An early, important 'do' is to call the Coast Guard as soon you spot a person in the water. At that point, there's no telling how long it's going to take to get them out.

If the person is retrieved quickly and is alert, shivering and able to assist in the rescue, chances are he or she is only mildly hypothermic. Have them go below, remove wet clothes, put on dry clothing, wrap them in blankets and have them sip a hot drink.

If the victim has been in our local waters for 20 to 30 minutes, is lightly dressed and has been swimming or treading water, assume he or she is profoundly hypothermic — especially if he/she is blue, stuporous and/or not shivering.

(Depending on the time of year and other factors, surface temperatures in the main Bay have historically varied from the low 50s in February, to as high as 70° in mid August.)

"Approach him as though he were a contact mine," writes Gill. "His heart is cold and irritable — if you handle him roughly, you can precipitate ventricular fibrillation. If you allow him to move under his own power or try to rewarm him, he may suffer from 'afterdrop', a sudden drop in core temperature when cold, venous blood surges back to the heart from the cold muscles. If possible (and safe), have someone get into the water to assist him and — again if possible — use a sling to bring him back on board. . . . Because his blood pressure may plummet, keep him as horizontal as possible both when hoisting him out of the water and when placing him onboard."

Cases of advanced hypothermia (core temperature below 90 degrees) need to undergo rewarming in a controlled hospital environment. Do not attempt it at the scene. Fortunately, most victims are only mildly hypothermic when pulled from the water. They can be safely rewarmed aboard the rescue boat. First, prevent further heat loss by removing those wet clothes and drying the person. To rewarm them, you can

continued on outside column of next sightings page

midwinter

If a poll were ever taken of the *least* extreme sports on earth, midwinter sailboat racing would certainly rank in the top five. In fact, in most cases it is so melow that we're surprised doctors don't prescribe it to calm down sufferers of AHD — adult hyperactivity disorder.

Okay, yes, at one extreme Midwinter racing can be every bit as competitive as any summer race on the Bay. But what most participants look forward to is the benign conditions, the camaraderie of friends and family and the fun of sailing



day's dream

around a course with a bunch of other boats. If you win something, cool. It's the perfect sport for non-competitive personalities.

Because winter sailing on the Bay is almost all done in light air, Midwinter racing is also a good way to hone fledgling sailing skills, and a great way to 'get your feet wet' in the racing scene in preparation for next season.

For a Midwinter series near you, check our *Calendar* anytime between now and next spring.

hypothermia — cont'd

apply warm packs to the neck, armpits, trunk and groin areas. (Do not apply heat to any other areas.) If you don't have a locker full of hot water bottles, the tried and true method of surrounding the hypothermic person with warm bodies works well. Lay the victim on his/her side, have two people get undressed from the waist up and lay down with him/her — one in front, one in back. The object is to maintain the closest chest-to-chest contact possible.

As mentioned, *The Onboard Medical Handbook* goes into much more detail and is well worth reading. We would also be interested in hearing from readers on this subject, particularly those who have rescued hypothermic sailors or people who have experienced mild to severe hypothermia.



Okay, this is beer can racing, not Midwinters. But the principles are the same — not-too-serious racing in light breeze with good friends.

SIGHTINGS

coast watch

Due to the recent tragic events on the East Coast, the Coast Guard has taken measures to increase security along all of our coast and particularly in San Francisco Bay. We have increased the number of security patrols throughout the Bay in support of the Captain of the Port of San Francisco, and are working with industry to provide increased safety and inspection for all deep-draft vessels. This means you may be seeing and interacting with Coast Guard vessels more frequently, and we ask that you please bear with us during this time of crisis. Along this same line of thought, the Bay Area boating population represents a tremendous resource to assist our efforts. Using your local knowledge of the Bay and your berthing area, be alert for suspicious activities in and around port facilities, shipping, or the major bridges. A thousand sets of eyes and ears on the water can greatly multiply our capabilities. Report any unusual or suspicious activity to the Coast Guard via telephone or radio, or simply contact 9-1-1.

Additional fallout from recent events has led to the cancellation of Fleet Week, several threats to the bridges that the Coast Guard and other agencies responded to, and the anticipation of a initiating restrictive zones adjacent to the airport and around Coast Guard and MARAD facilities.

Changing the subject to a very important safety issue that has come up several times recently: Vessels subject to the Bridge-to-Bridge Radiotelephone Act, which covers most commercial vessels, must have a minimum of two separate VHF transceiver radios on board. When they transit the Bay Area, one radio must be set to channel 13 and another set to the designated Vessel Traffic Service channel (channel 14 within SF Bay). While they are participating in our service, they are not required to, and generally do not, monitor channel 16. Yet, many boaters regard channel 16 as the "hailing frequency" to call a deep-draft vessel, towing vessel, or ferry within the Bay. Chances are they won't hear you because they aren't, under their exemption, guarding that channel. If you need to contact a working vessel, you're better off trying channel 13. The first case in our review of Search and Rescue activity from late July through mid-September is a case in point. . .

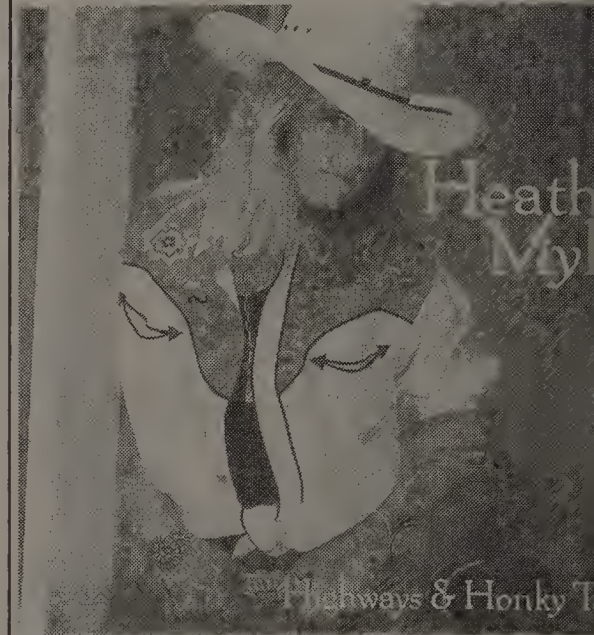
July 31 — VTS overhears the sailing vessel *Blue Streak* calmly but repeatedly attempting to hail an approaching tanker on channel 16, with no responses from the tanker. The sailing vessel did not give any geographic reference either to its own position or the tanker's that might have helped identify for whom the call was intended — even if the tanker *had* been listening to channel 16, they might not have known they were the ones being called. Vessel Traffic Service (the Coast Guard-staffed ship monitoring system atop Yerba Buena Island) finally contacted the sailboat, ascertained its position, correlated that info to identify the tanker that was approaching, and facilitated both vessels reaching each other on channel 13. *Blue Streak* was calling the tanker because the sailboat was disabled and anchored in the Stockton Deep Water Ship Channel. The skipper of the sailing vessel did not believe his boat was in the channel, but wanted the tanker to be aware of her inability to move. The pilot aboard the tanker informed the sailing vessel that she was anchored mid-channel, advised the vessel to weigh anchor and to have a boat hook handy to fend off the tanker as it passed. While the pilot ordinarily would have noticed the sailboat on his own accord, his instinct would not have been to call it on channel 16. He certainly would have tried channel 13, and failing that, would have sounded the danger signal (five prolonged blasts, which is also not always understood). In the worst case, the pilot could have had to face the unenviable decision of choosing between a radical maneuver in a narrow channel (putting the ship aground) or colliding with the S/V and hoping for the best.

August 17 — Coast Guard Station Bodega Bay received a call from the father of the operator of the 40-ft fishing boat *Robert Croll* reporting the vessel seven days overdue. Unfortunately, he did not have much information as to where his son, who was alone aboard the *Croll*, had been fishing.

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crew list and ha-ha

Like all teenagers, our annual Crew List party is coming of age. What 10 years ago was a cheery little affair is now a



Don't bet your boots on it or anything, but country singer Heather Myles might stop in at this year's Mexico Crew List & Ha-Ha Party.

strapping, multi-purpose Event that sometimes seems barely under control. No longer is the party aimed just at getting Crew Listers together. Now it doubles (triples?) as a Baja Ha-Ha kickoff party for the latest Ha-Ha entrants, as well as as a 'class reunion' for participants in any of the seven previous Ha-Has. We also invite all transient cruisers to attend, as well as anyone who may one day want to cruise, as well as anyone who just wants to hang out with a bunch of like-minded people for the evening.

We used to offer munchies and sell a few T-shirts at the parties. We still do that

a few

"Due to major problems discovered in June, *Manatee*, our first Freedom 20, had to be humanely destroyed," writes Ann Sieck in the latest edition of *Ahoy!*, the quarterly newsletter of the Bay Area Association of Disabled Sailors. On her way home from the Hyde Street Pier Grand Opening, *Manatee's* rig started behaving oddly. A haulout at Svendsens revealed that water had penetrated her balsa-cored hull, ruining the laminate. Repairs would have involved extensive replacement of the

party — don't miss it!

but now we have special personalities on hand, as well as cool demonstrations. Here are a few planned for this year's Party, which will take place on Wednesday, October 10, at the Encinal YC in Alameda.

- **Personalities** — Come and meet juggler/writer/sea gypsy Ray Jason, possibly country singer/Ha-Ha participant Heather Myles (not confirmed), Paradise Village (in Nueva Vallarta) Harbormaster Dick Markie, folks from Almar Marinas, and our featured guest: Alan "the laughing harbormaster" Weaver of Marina Village in Alameda.

- **Demonstrations** — Sal's Inflatables will be there for their always-interesting liferaft inflation. We hope the Coast Guard will be able to attend for their popular 'lighting of the flares' demonstration (BYOF — bring your own flares this year) and helicopter rescue demonstration in the waters off the club. For obvious reasons, however, they may not be able to make it this year. We also hope to have live demonstrations of SailMail and Qualcomm satellite phones.

- **Other Stuff** — We'll have door prizes, a raffle for John Rains' new cruising guide, you can also purchase copies of Jason's new book, *Tales of the Sea Gypsy*, and *Latitude's* Surfin' 63 catamaran *Profligate* will be available for inspection and possible rides.

And of course, those participating in the Mexico Crew List can also find and/or meet the folks they'll be sailing to Mexico with this fall.

All in all, it's such a full program that we don't exactly know how we'll cram into just three hours (6-9 p.m.), but we'll do our best. Hope to see you there!

good boats

core, which would cost far more than she was worth. So *Manatee* was stripped of all useable parts and demolished. "A sad end for a sweet boat that gave many wonderful hours to hundreds of people over the last 15 years," writes Sieck.

The loss of *Manatee* leaves BAADS with only two remaining 'big boats' in their program. Fortunately, both *Raven*, another Freedom 20, and the Ranger 29 *Voyager* are in good shape. But the orga-

coast watch — cont'd

Over the next two days, multiple harbor checks were completed, several interviews were conducted and a credit investigation was started. There were helicopter searches of all the anchorages between Big Sur and Fort Bragg. Based on information gathered, the District 11 Command Center sent a C-130 to search a 180,000 square mile area ranging from Monterey to Point Conception and out 100 miles. During this search, the C-130 located the *Robert Croll* about 30 miles west of Morro Bay, but it would not respond to radio calls and low altitude passes. Station Morro Bay launched a 47-ft motor lifeboat to recover the vessel and found it had no one on board. What happened to the operator is unknown.

This case was one the largest searches in this area recently. It involved the District Eleven Command Center, Groups San Francisco, Humboldt Bay and Los Angeles. It used motor lifeboats and utility boats from Stations Noyo River, Bodega Bay, Golden Gate, San Francisco, Monterey and Morro Bay; and helicopters from Humboldt Bay, San Francisco, and Los Angeles. The C-130 was from Air Station Sacramento. The Cutters *Point Brower* out of San Francisco and *Blacktip* out of Santa Barbara were also involved in the search. The lessons learned here would have made the search easier. A more detailed float plan and calling sooner after the *Croll* was past due would have narrowed down the search area, although it's impossible to tell if anything would have changed the outcome.

September 7 — Coast Guard Group San Francisco received a *mayday* call from the 32-ft F/V *Vanessa Gale* reporting that they were hard aground and breaking up on the rocks approximately 7.5 miles north of Point Reyes. The two occupants reported that they had their lifejackets on and were abandoning ship. A helicopter was launched from Air Station San Francisco, along with a 47-ft motor lifeboat from Station Bodega Bay. The MLB arrived on scene at the *Vanessa Gale's* last known position and observed a vessel washed up on the beach. They vectored the helicopter to the location. The helo observed two persons on the beach near where the vessel washed ashore. The helo deployed its rescue swimmer and hoisted the two people off the beach. The victims were transported to waiting EMS at Santa Rosa Airport. Both victims were admitted into Santa Rosa Memorial Hospital in stable condition. The cause of this incident is under investigation.

September 13 — Coast Guard Group San Francisco received a distress call from the 50-ft F/V *Barracuda*. The caller, who was the only person aboard, stated the vessel was taking on water 25 miles southwest of Point Sur, and his pumps weren't able to keep up. A 47-ft MLB was launched from Station Monterey and a helicopter took off from Air Station San Francisco. In the meantime, Group San Francisco issued an Urgent Marine Information Broadcast (UMIB) for any vessels in the area to divert and assist. The F/V *Refuge* was nearby and responded to the UMIB. By the time they arrived on scene, the operator of the *Barracuda* had abandoned ship and was recovered by the well-named *Refuge*. The *Refuge* stayed on scene to keep other traffic clear until the *Barracuda* sank. The operator of the *Barracuda* stated he did not want any other assistance and the Coast Guard assets returned to base before arriving on scene. Shortly after the *Barracuda* sank, her 406 Mhz EPIRB activated automatically and indicated her exact position.

This is another fine example of boaters helping boaters. The fact the F/V *Refuge* responded to the UMIB in this remote location may have saved the other fisherman's life.

During the last month, Coast Guard Group San Francisco had 270 Search and Rescue (SAR) cases in all, up from 240 the previous month. Of these, 21 were uncorrelated distress or *mayday* calls resulting in three helicopter sorties, five boat sorties and approximately 50 hours of personnel time in the Group Operations Center researching and documenting these calls. On the positive side, the percentage of cases caused by engine failure has gone down slightly from previous months to 31% of the total.

These are extraordinary times for the nation as well as the USCG.

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SIGHTINGS

coast watch — cont'd

Our watch words have been *Semper Paratus* — "Always Ready." We will endeavor to be that with even more resolve than ever. We ask for your continued patience and assistance. We continue to consider all of you our "Partners to Protect" out there . . . let's take care of each other!

short sightings

McCOVEY COVE — As expected, the San Francisco Port Commission has imposed a ban on motor use in McCovey Cove. In a unanimous decision on August 28, the Commission voted to set up a 'no motor' zone extending from Pac Bell Park to the 3rd Street Bridge. Anyone within 25 yards of the seawall may not use an inboard or outboard motor. The ban came about as a result of increased competition — which has included several close calls involving swimming people and spinning propellers — to retrieve home run balls hit into the Bay over the right field fence. That competition is bound to increase as Barry Bonds chases Mark McGuire's 70-homer record. Now, presumably, they'll just go back to pushing and smacking each other out of the way.

OFF BLOCK ISLAND — Call it "the big one that got them away" . . . Crew and passengers of the 90-ft fishing boat *Gail Frances* got a big surprise on August 31 — even bigger than the engine fire that had caused the captain to issue a distress call off Block Island, Connecticut. The Coast Guard vessel that eventually loomed alongside was none other than the 295-ft square rigger *Eagle*. Normally used for cadet training and public relations, *Eagle* was only 20 miles away, making her the closest Coast Guard 'asset' to the *Gail Frances*. With help from a couple other fishing boats, the crew of the *Gail Frances* got the fires out before *Eagle* arrived. The 26 passengers were taken aboard the tallship and debarked the next day in New London. The four crew of the *Gail Frances* rode their disabled vessel to port, towed behind another fishing boat.

OUT THERE — According to a short piece in this month's *Motor Boating*, the new Krogen 58 was supposed to make its U.S. debut at the Miami Boat Show last winter. Unfortunately, the freighter carrying the new luxury powerboat from the Kadey-Krogen yard in Taiwan ran into a typhoon 800 miles east of Japan — and on January 26, the yacht went over the side. When last seen, the \$1.43 million Krogen was floating on its own bottom (still attached to its cradle) at 34°57'N, 154°47'E. It has not been seen since.

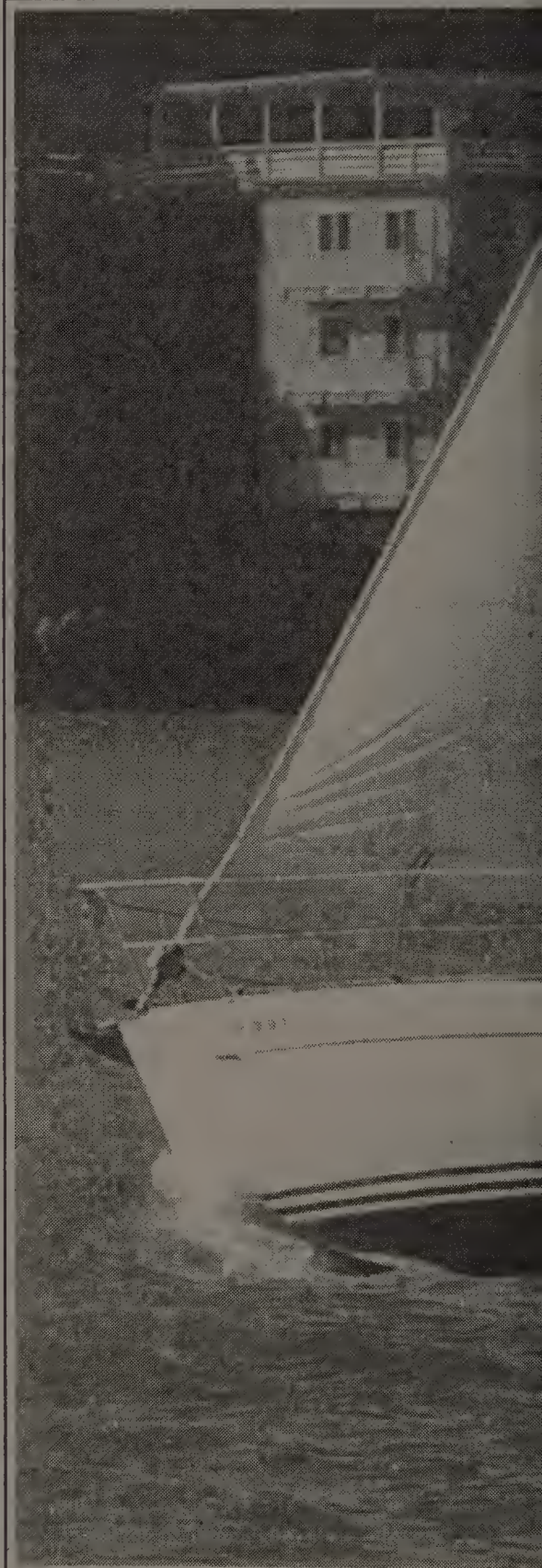
In a similar incident, two brand new 42-ft powerboats were lost off the deck of the container ship *Fanal Trader* in July of last year. The two sisterships — built in Tauranga, New Zealand, and together worth \$1.2 million — were on their way to the Sydney Boat Show when the accident occurred in hurricane-force conditions. It took several months to re-fill the order, which was too late for one buyer — he had purchased the yacht to entertain during the Olympics.

MID-PACIFIC — Two Royal Marines trying to row from Japan to San Francisco had weathered "nonstop storms" in their 4 1/2 months at sea, including a full-blown typhoon. It took a freak man-made accident to end that voyage: On Sunday, September 16, their 23-ft plywood craft *Crackers* was run down by an American fishing boat 1,300 miles west of California. Tim Welford and Dominic Mee, both in their early 30s, had to dive into the water at the last second to avoid being destroyed with their boat. Fortunately, the fishing boat picked them up. They were transferred to a container ship which 'completed' their voyage by bringing them to port in the Golden State.

NEW YORK — A fireboat, long unused and neglected, played a

few good boats

nization, which has introduced hundreds of physically-challenged people to sailing in their specially-equipped boats — the Freedom 20s were designed specifically to accommodate handicapped sailors — want to build their fleet back up. They're looking for both a replacement for *Manatee*, and an additional big boat. A Cal 20

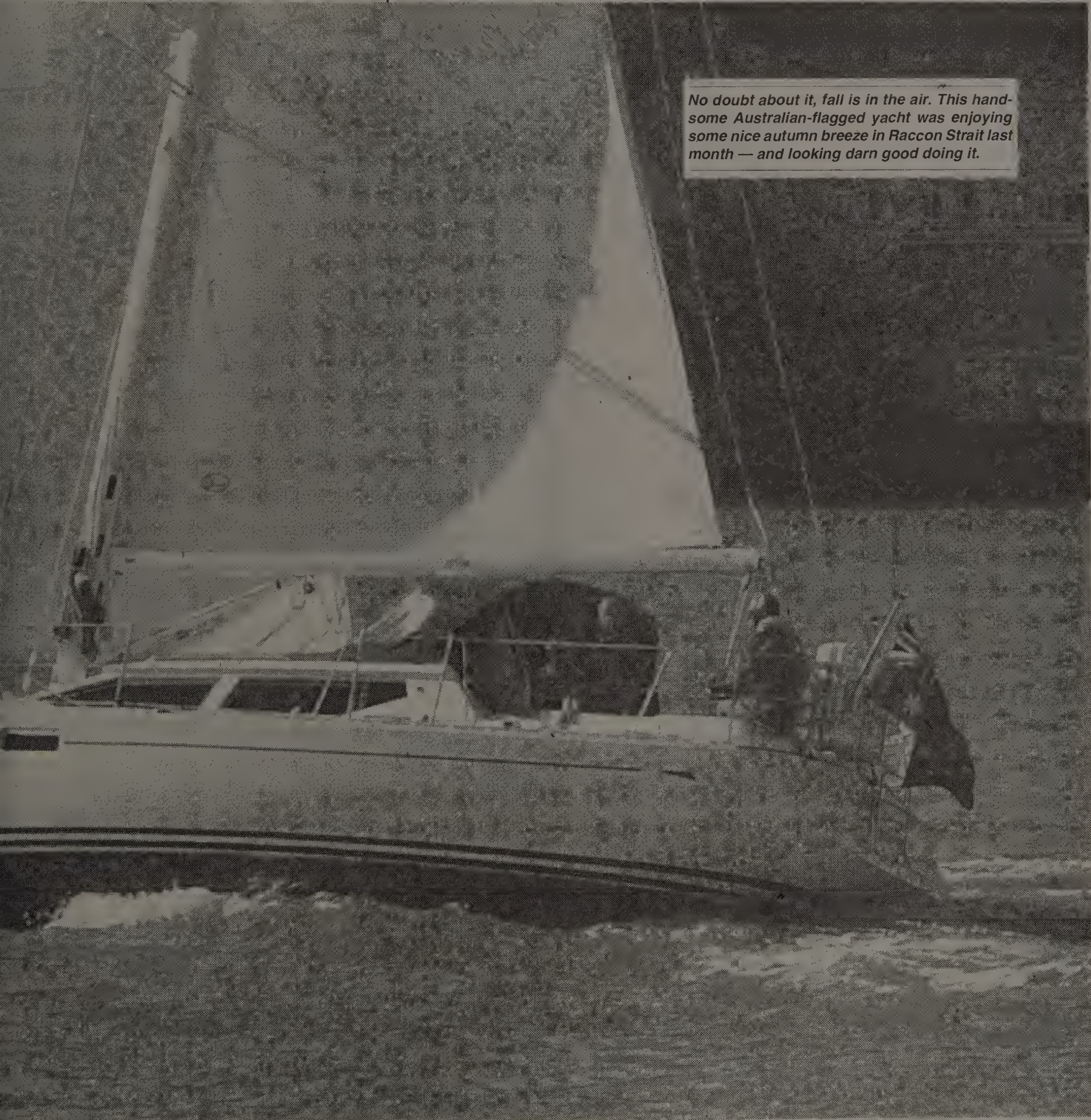


— cont'd

is the most likely candidate for the former position, while an Ericson 27, Catalina 30 — or any other boat with a large, easily-modified cockpits — would fill the latter slot nicely. If you have such a boat you don't use much any more — or even some good leads — you're encouraged to call Dan Hill at (510) 655-8863.

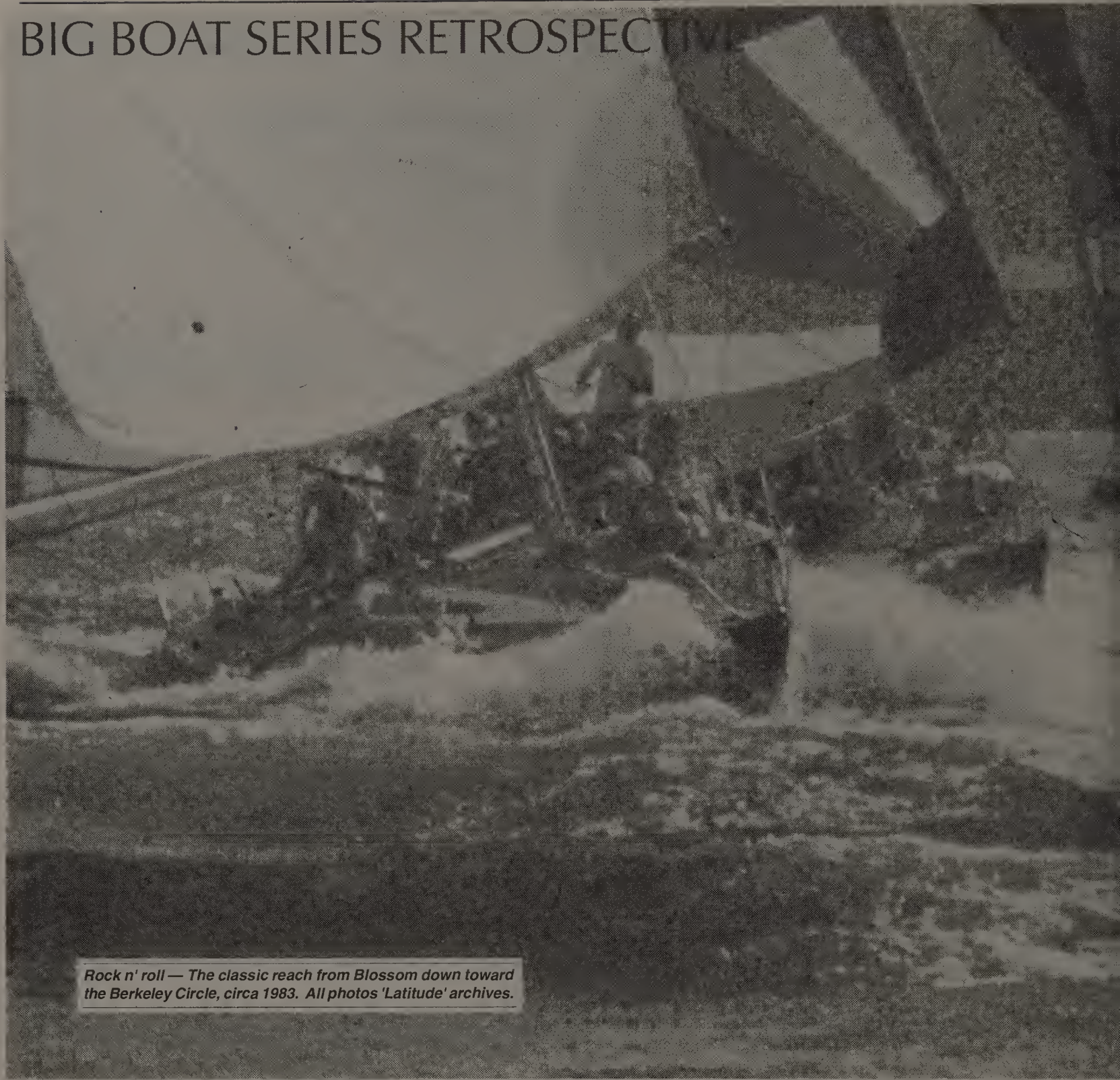
shorts — cont'd

major role in putting out fires during the 1989 San Francisco earthquake. A similar thing happened in New York in mid-September: New York fireboats also played an important role in supplying fire fighting water to battle blazes at the World Trade Center in the aftermath of terrorist attacks. The fireboats acted as floating pumping stations, supplying much-needed water out of the Hudson River. The fireboat crews rotated on a 24-on, 24-off schedule, and when they were off, many went right over and joined the search and rescue efforts.



No doubt about it, fall is in the air. This handsome Australian-flagged yacht was enjoying some nice autumn breeze in Raccon Strait last month — and looking darn good doing it.

BIG BOAT SERIES RETROSPECTIVE



Rock n' roll — The classic reach from Blossom down toward the Berkeley Circle, circa 1983. All photos 'Latitude' archives.

In light of new information not available to us yesterday, we regret that we must cancel the 2001 St. Francis Yacht Club Big Boat Series scheduled for this weekend. Some, but by no means all, of the reasons include President Bush's call for a National Day of Prayer on Friday, cancellation of most sporting events, and continued transportation difficulties.

Many have gone to extraordinary efforts not only to put this event on but also to get their boats here and ready to go forward. This is a very difficult time for our nation and our hearts go out to the families of those who perished in this terrible national tragedy.

With those terse words, the St. Francis YC called off the 2001 Big Boat Series, scheduled for September 13-16. After the tragic events of Tuesday, September 11, the club had immediately canceled all racing and social activities on Thursday and Friday, with the regatta to be condensed into a five-race

series over the weekend. Two days later, as the magnitude of the disaster sank in, race officials wisely pulled the plug on the abbreviated regatta.

The biggest Big Boat Series in history — 119 boats were entered, including 35 pioneers poised to sail under the fledgling Americap II rule — was suddenly gone, another casualty of the new world order. The St. Francis YC will return all entry fees with a note encouraging the owners to donate the \$500 to charity. They'll also return five expensive watches to sponsor Rolex, which had generously offered them as trophies for the most prestigious classes.

The canceled Series left a big hole in the West Coast sailing community's normal September ritual, not to mention a rather significant gap in the editorial content of *Latitude's* October issue. To fill the pages, we decided to brush off and update our September 1993 article titled *30 Years of the Big Boat Series — Thanks for the Memories*. We just don't have the heart to dwell on the canceled 38th Big Boat Series and the sad, strange rea-

— REMEMBERING LAUGHTER



sons behind it — but we're still game to celebrate the 37 previous great years of this event.

So, once again, we invite you to sit back, crack open a cold one — and enjoy a stroll down memory lane.

1964 — Young Bob 'RC' Keefe convinced Commodore Stan Natcher that St. Francis YC should create a series to showcase big boat yachting talent from around the world. Despite sending out a number of invitations — including one to Queen Elizabeth, who owned a 64-footer called *Foxhound* — Keefe could only attract nine West Coast CCA boats to the first event ('Cruising Club of America' was the popular handicap rule back then). Jim Kilroy's brand new aluminum *Kialoa II* was the pre-race favorite, but Jim Wilhite's S&S 63 yawl *Athene* ended up winning by a scant quarter of a point. Jim Michaels' classic S&S 72-foot yawl *Baruna* was third. Other boats in attendance were *Kamalii*, *Audacious*, *Ocean Queen*, *Odyssey*, *Orion* and *Santana*.

The first race went up to Duxbury Reef, then to the Lightship

and back to the finish. Unfortunately, the fleet stalled out coming home through the Gate and no one finished until 11 p.m. "We all said the hell with that!" remembers Keefe. "From then on, all our races were on the Cityfront." The trophy at stake, the St. Francis Perpetual, cost the then-princely sum of \$10,000, making it the most expensive yachting trophy in the world. Sadly, the 24-karat masterpiece was turned into a "molten softball" in StFYC's '76 clubhouse fire.

1965 — Though originally conceived as a biennial event, the inaugural series was such fun that a 1965 regatta was quickly organized. Jokingly labelled the 'Barient Company Annual Sales Meeting' (Keefe, Michaels and *Orient's* Tim Mosely were affiliated with that organization), the regatta brought up a number of 'clients' from down south. It also proved to be an effective 'feeder' for the following week's Stag Cruise to Tinsley Island. Sixteen boats showed up this year; Grant Hoag's 20-year-old *Vixen*, a tiller-driven 55-foot yawl, was the unlikely overall winner. The crew had to man pumps all the way around



Days of bumps and bloopers — above, 'Bigwig' thunders downwind. Right, remember when the BBS actually had spectators? Below, the British maxi 'Longobarda' aground on the now-departed S.F. Yacht Harbor sandbar.



the course, and in one race actually considered beaching the boat because they couldn't keep up with the leaks.

1966 — *Baruna* finally won after two near-misses. Coming in second in the 10-boat fleet was *Sirius*, followed by *Athene* and *Orient*. Keefe, Bob McCulloch, Jack Feller, Ted Schoonmaker, Denny Jordan and others kept refining the regatta format, which then consisted of only four races (Monday, Wednesday, Friday and Saturday). The starting line, previously right off the clubhouse, was moved down the Bay for safety reasons.

1967 — Viet Nam, Summer of Love, bell bottoms — did anyone really care about the Big Boat Series? Actually, ten boats did: *Baruna* and *Kialoa II* each finished with 11.75 points; *Baruna* won on the tiebreaker. They were followed by *Chubasco*, *Stormvogel*, and *Spirit*.

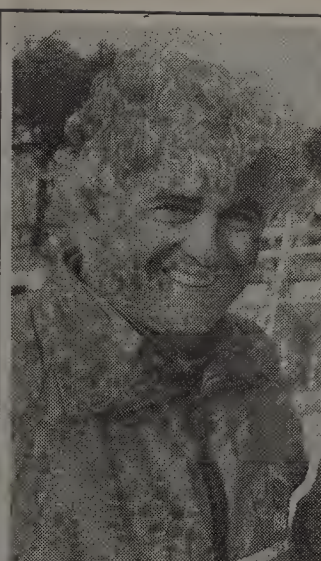
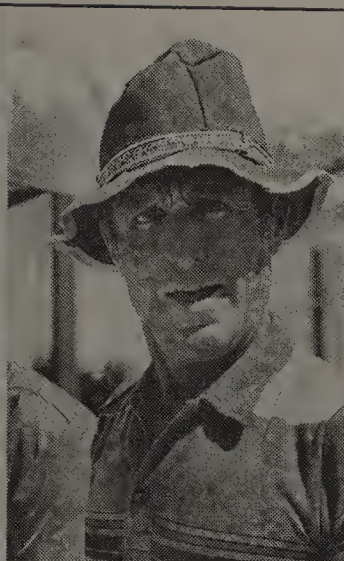
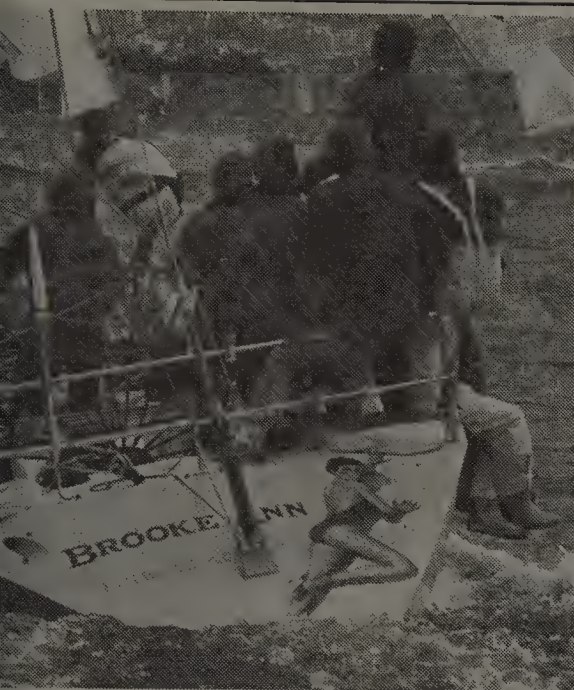
1968 — The first winner of the newly created City of San Francisco Trophy (aka 'The Shovel') was Theo Stephens' S&S 47 *Alpha*, built at his famous Stockton boatyard. Stephens beat a small fleet which included *Andale*, *Robon III*, *Gem* and *Bohemia*. The SF Perpetual was not contested. The late '60s

through the mid-'70s were the 'S&S Years' — seemingly everyone had one of their designs.

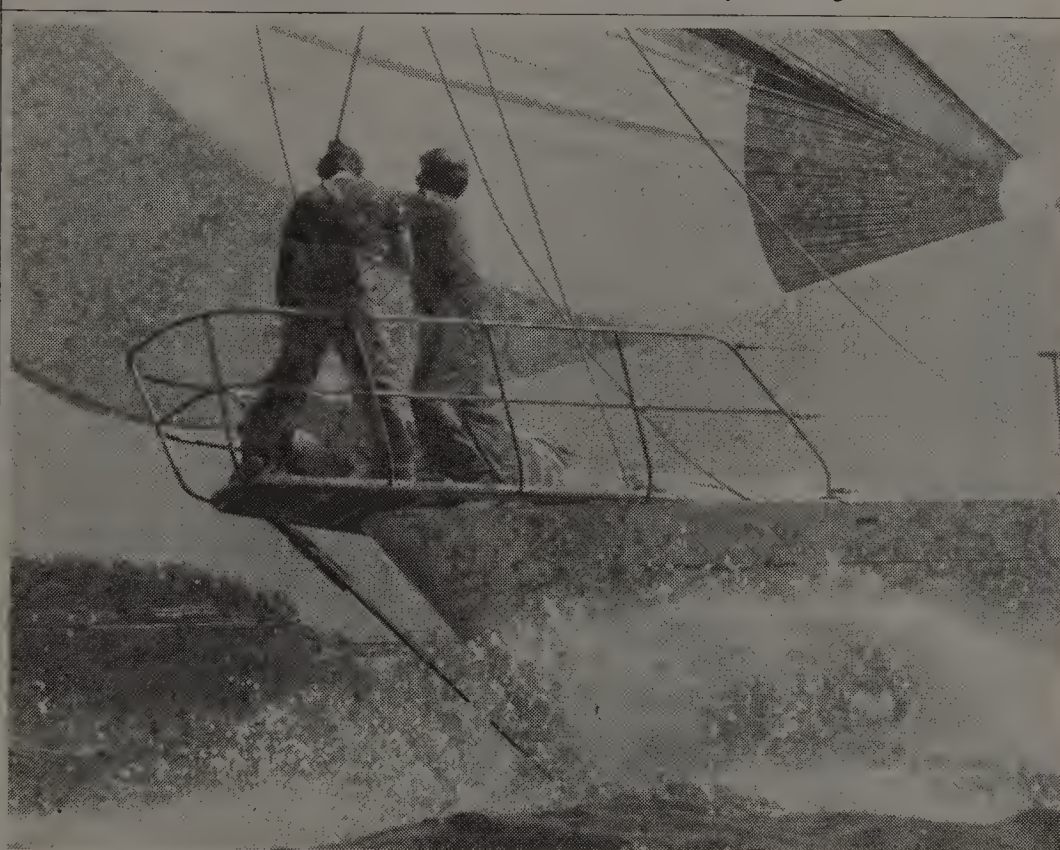
1969 — Winner of the City of San Francisco Trophy was Eugene Trepte's beautiful S&S 51 *Brushfire*. Burke Sawyer drove *Aranji* to two bullets in the early going, but ultimately fell to second in the 14-boat fleet. Boats ranged in size from 47 to 57 feet this year.

1970 — *Lightning*, Theo Stephens' new aluminum S&S 57, took the Perpetual with his brother Barre, Len Delmas, Kevin O'Connell, Tom Conroy and Peter Sutter pulling the strings. *Lightning* was a rocketship upwind in a breeze, though a 'brick' in light air. The height of her mast was scientifically calculated — it was designed to just barely fit under the three drawbridges between here and Stockton!

1971 — Mark Johnson's legendary Alan Gurney-designed 73-footer *Windward Passage* was the top big boat, easily pounding Ken DeMeuse's *Blackfin*. They were so far ahead in one race that John Rumsey actually went water-skiing behind *Passage* going down the Cityfront! *Lightning* won the only other class, defeating *Amorita* and *Warrior*. In 1971, IOR was intro-



Left, Larry Harvey's 'Brooke Ann' ushered in a new era of stern graphics. Above, the way we were (l to r): Commodore Tompkins, Tom Blackaller and Peter Isler. Below, there weren't many bowsprits in the BBS, but then again, there weren't many boats like 'Windward Passage.' Left below, one of literally hundreds of kites which have died in the line of duty at the Big Boat Series.



duced both worldwide and at the BBS, a change which would soon swell the racing ranks. (15 boats)

1972 — Jack Keefe, 'father of the modern BBS', took over the responsibility of promoting and running the regatta from his younger brother Bob, who was having a C&C 39 named *Shillelagh* built for himself at the time. Jack manned that post faithfully until the mid-'80s. There were no 'big boats' this year, but Bill Pascoe's Newport Beach-based Ericson 46 *Bright Star* won the City of San Francisco Trophy, while Bill Clute's yellow Ericson 39 *Chiquita* won the inaugural Richard Rheem Trophy. *Tribute*, *Yucca*, *Peregrina*, *Finesse II* and *Salty Dog* were some of the stronger competitors. This was a windy year, and the IOR boats (as opposed to CCA 'yachts') began to reveal their nasty habits. (31 boats)

1973 — Three perpetual trophies were contested for the first time: *Passage* match-raced *Blackfin* again in the main arena, while *Warrior* and *Lightning* had their own match race series for the City of SF Trophy. Naturally, *Passage* and *Lightning* won. *Nat Rat*, a Los Angeles-based Tartan 41 sailed by Dick Deaver, won the Rheem, followed by *Resolute* and An-

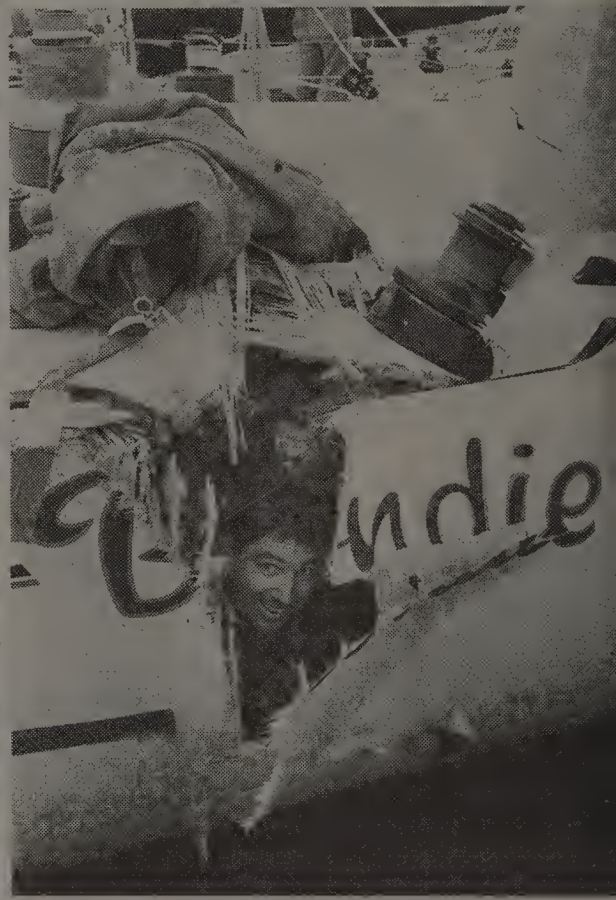
other *Girl*. This was a year of 'medium' fiberglass production boats such as C&C 39s, Newport 41s and Morgan 42s. Most were pretty out of control downwind. (18 boats)

1974 — *Lightning* was the top big boat, beating *Aorangi* and *Aranji*; Frank Kawalkowski's PJ 48 *Sirona* won the City of SF over a pair of Ericson 46s and C&C 43s; and *Regardless*, Bob Cole's new Tartan 41, tied with *Deception* in the large Richard Rheem class. *Shillelagh*, *Another Girl*, *Sunchaser*, *Mistress III*, *Blitz* and *Tenacity* were also players in the Rheem division. The protest committee had its busiest year to date; another highlight was Wednesday's clubhouse reach in 35 knots against a strong ebb. Rock'n roll! (22 boats)

1975 — The mid-'70s were the glory days for SORC and the IOR; they were also the end of the S&S era and the beginning of Doug Peterson's reign. Southern California boats swept all three divisions this year: *Hawkeye*, David Cuckler's odd-looking new King 48 bilgeboarder, and *Vendetta*, Tom Tobin and Art DeFever's Peterson Two Tonner, had perfect records in their classes. *Saudade*, Bill Pascoe's S&S 47, had three bullets and a second. Other visiting dignitaries included *Heather* and



Above, more BBS faces in the crowd (l to r): Rod Davis, Dennis Conner, and Ron Holland. Below right, 'Blondie's greatest hit. Below, 50-footers triple overlapped at the weather mark.



Scaramouche, both from Seattle, and Roy Disney's 52-foot Shamrock from L.A. (29 boats)

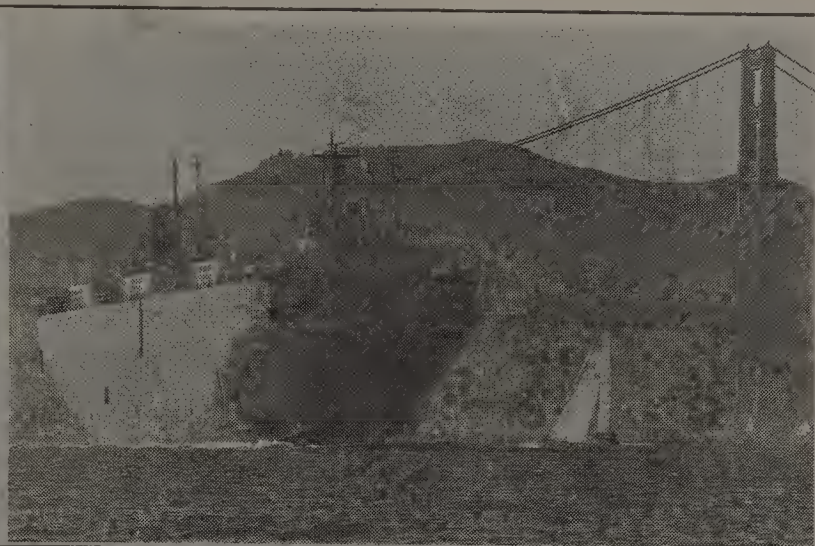
1976 — Jack Rooklyn's Miller/Lexcen-designed *Ballyhoo* came up from Australia to clobber legendary ocean racers *Ragtime*, *Kialoa* and *Windward Passage*. This was maybe the windiest year ever: Steve Taft recalls seeing 47 knots apparent while tacking past Alcatraz on *Improbable*! In the first evening 'side show' recorded, a fleet of 6-Meters squared off in the eliminations for the Am-Aus Cup. Hundreds of 'shareholders' in the club's *St. Francis VI* watched in disbelief as Tom Blackaller rammed another boat and dismantled their investment right in front of the Men's Grill — a true 'Kodak Moment'! Winner of the inaugural Keefe-Kilborn Trophy was Lu Taylor's Peterson 40 *Racy*. IOR I — *Whistle Wing V*; IOR III — *High Roler*; IOR IV — Les Harlander's *Mirage*, a 40-foot C&C Canada's Cup design.

1977 — Not a 'big boat' year, but the competition was stiff nonetheless. 'Name' boats included *Natoma*, *Saudade*, *Finesse*, *Cadenza*, *Bohemia*, *Racy*, *Allegro*, *Oli-Oli* and others. However, all eyes were on Dave Allen's breakthrough Holland 40 *Imp*, fresh off her stunning victories at the SORC and Admiral's Cup.

Imp battered the West Coast Peterson-designed two tonners (*Racy*, *Vendetta*, *Cadenza* and *Incredible*), solidifying her legend. Due to the tragic fire at the clubhouse earlier in the year, shoreside festivities occurred under a big tent on the lawn. The trophy ceremony literally took place in the parking lot. IOR I — *Lightning*; IOR II — *Imp*; IOR III — *High Roler*; IOR IV — *Mirage*.

1978 — Biggest series to date, necessitating a fifth class for the first time — hence the Atlantic Perpetual Trophy, won by Bill Sullivan's Peterson 43 *Blue Norther*. Other trends included the largest entry to date (Fred Priess' 84-foot *Christine*); a record number of spectators (thanks in part to the superb new clubhouse) and more women crewing on boats than ever before. This was also the year when crews began having to park down in Crissy Field to make room for fire engines or emergency vehicles (shuttle buses came a bit later). Maxi — *Windward Passage*; IOR II — *Swiftsure*; IOR III — *Leading Lady*; IOR IV — *Lois Lane*. (46 boats)

1979 — A 'little' boat series again. *Swiftsure*, *High Roler*, *Wings* and *Brown Sugar* were supposed to win, but none of



Above, 'Secret Love's close encounter — one of the most controversial moments of the BBS. Above left, the shadowy crew on 'Jumpin Jack Flash.' Below, 'Chance' crosses 'Maverick' in the sled wars of the early '90s.



them did. The bad boys on *Brown Sugar*, in fact, never finished the series: they had the dubious distinction of being the only boat ever removed from the BBS by the Race Committee for conduct unbecoming of gentlemen, or words to that effect. Other highlights/lowlights: the last day's dockside swim party/water fight between the crews of *Swiftsure* and *Hawkeye*; the inclusion of several Olson 30s for the first and last time (they got crushed); and the straight-bullet performance of John Reynold's new Peterson 46 *Ghost* in IOR II. IOR I — *Hawkeye*; IOR III — *Leading Lady*; IOR IV — *Inca*. (37 boats)

1980 — A great year for spectators, featuring memorable death rolls, crash-and-burns, and assorted carnage. Five maxis and two ULDBs (*Drifter* and *Merlin*) sailed in two divisions of the St. Francis Perpetual Trophy for the first time. Bob Cole's squeaky new Farr 52 *Zamazaan* turned heads, as did Neville Crichton's controversial Davidson 45 *Shockwave* until it dismasted in the last race. 1980 was also the year that Long Beach Race Week, the SoCal BBS clone, debuted. Maxi — *Windward Passage*; ULDB 70 — *Merlin*; IOR I — *Zamazaan*; IOR II — *Jetstream*; IOR III — *Leading Lady*; IOR IV — *Big Wig*. (59

boats)

1981 — Eight SC 50s were the 'big boats' in the biggest fleet seen yet. Bob Brockhoff and Jim DeWitt chartered *Silver Streak* and won, a rare thing — rented boats seldom win the BBS. Two new grand prix boats straight-bulleted their classes, Clay Bernard's Davidson 50 *Great Fun* and Bill Power's Holland 43 *High Roler*. Bill Clute's new Peterson 48 *Annabelle Lee* had four bullets and a deuce. . . *Bravura* discovered the rock at the end of the harbor breakwater, known ever since as 'Irv's Rock' — and boats still hit it. Lots of heavies in attendance this year: Dennis Conner (*Swiftsure*), Rod Davis (*High Roler*), Tom Whidden (*Love Machine V*) and many more. SC 50 — *Silver Streak*; IOR I — *Great Fun*; IOR III — *Annabelle Lee*; IOR III — *High Roler*; IOR IV — *Big Wig*. (61 boats)

1982 — The two-boat maxi division was a bust (*Kialoa* slaughtered the Jeff Madrigali-driven *Condor of Bermuda*) and the wind was mostly light and fluky. In one race, the entire fleet 'parked' together at YRA #8 for hours! Talent in the four IOR classes was abundant; Dave Fenix's new Peterson 55 *Bullfrog*, with Steve Taft driving, was the stand-out performer of



the week. Maxi — *Kialoa*; IOR I — *Bullfrog*; IOR II — *Bravura*; IOR III — *Clockwork*; IOR IV — *Shenandoah*. (52 boats)

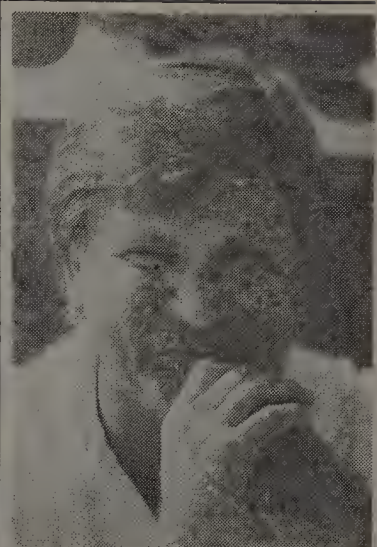
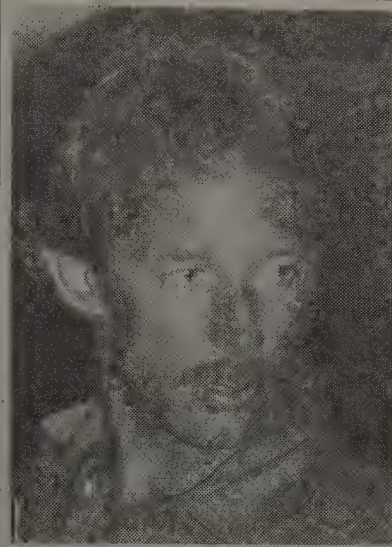
1983 — This was the heyday of local IOR racing, with 33 of 52 boats hailing from the Bay Area. Al Schultz and Vicki Lawrence sailed their two-week-old *Camouflage* to a near-perfect record in her debut; Larry Harvey and Bill Twist won their respective classes in their 'small boats'; *Secret Love* 'fouled' a tanker in one of the most celebrated instances of interfering with commercial traffic. SC 50 — *Oaxaca*; IOR I — *Bullfrog*; IOR II — *Camouflage*; IOR III — *Brooke Ann*; IOR IV — *Salute*. (52 boats)

1984 — The BBS becomes legal, celebrating its 21st birthday. And what a party! *Boomerang* topped a six-boat maxi field; *Tomahawk* and *Bondi Tram*, fresh from the '84 Clipper Cup, trounced their classes. Bill Twist's *Blade Runner* made her local debut. The 'all women' team on *Strider*, led by Chris Corlett, enlivened the scene. This was the biggest BBS to date, and many say the best. Maxi — *Boomerang*; IOR I — *Tomahawk*; IOR II — *Blade Runner*; IOR III — *Clockwork*; One Ton — *Bondi Tram*. (68 boats)

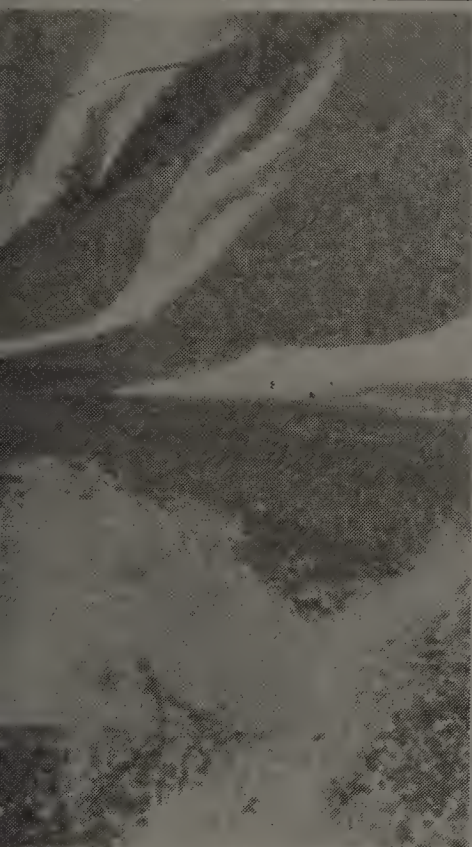
1985 — Four sleds constituted the 'big boat' class. At the opposite end of the spectrum, John MacLaurin and Kimo Worthington began their *Pendragon* dynasty. *Glory* collided with *Passion*, nearly sinking the latter. This series featured great weather, the less-than-well-received plastic wrist bands to access the club, and saw the end of the traditional 'Wednesday Businessman's Special' (the 'spectator' race was moved back to a 1 p.m. start from 3 p.m. in the interest of better wind and fairer racing). Some people lament that change to this day. ULDB 70 — *Blondie*; IOR I — *Crazy Horse*; IOR II — *High Roler*; IOR III — *Lobo*; One Ton — *Pendragon*. (54 boats)

1986 — The 'big boats' were nine SC 50s this year; Gary Appleby's Farr 40 *Sagacious* came up from Australia to win the subjective 'overall boat of the series', a new award; bumper stickers and buttons proclaiming 'Shit Happens' made their first recorded appearance; *Shockwave's* 'Twisted Sisters' set a torrid fashion pace. SC 50 — *Racy II*; IOR I — *Infinity*; IOR II — *Roller*; IOR III — *Sleeper*; One Ton — *Sagacious*. (53 boats)

1987 — *Mongoose* defeated four other sleds; *Pendragon* won 'overall performer' award (dropped after this series); Peter



Above, gallery of owners (l to r): John Kilroy ('Kialoa'), Bill Twist ('Blade Runner'), and Al Schultz ('Camouflage'). Below, Dave Fenix's big green 'Bullfrog'. Left below, the 50-footer 'Carat' a-splishin' and a -splashin'. Left above, the one tonner 'General Hospital' in the "emergency room" after dropping her mast. Far left above, masthead rigs, bloopers, crucial runners, violent round-downs. . . Photographers, but not sailors, miss the old days!

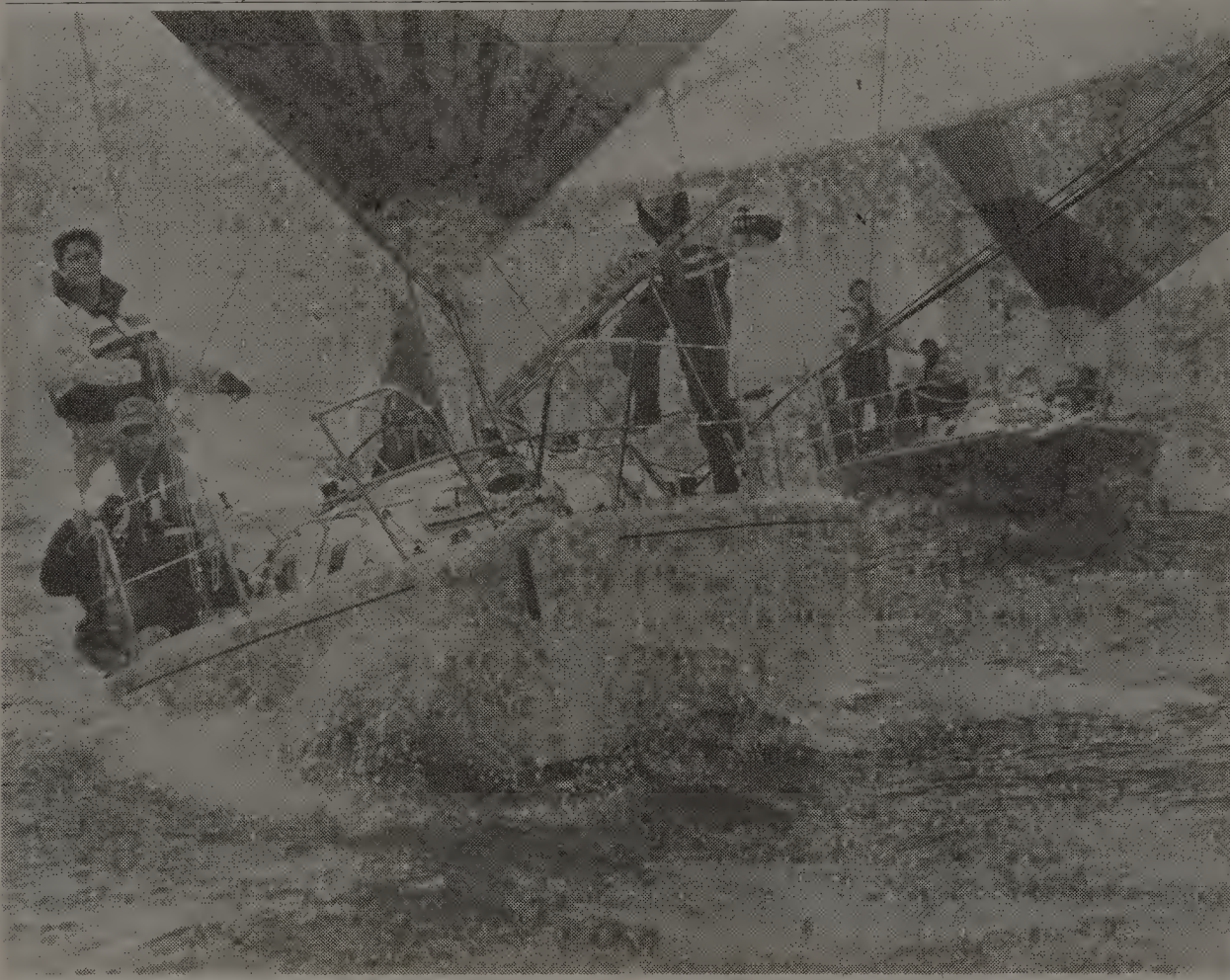
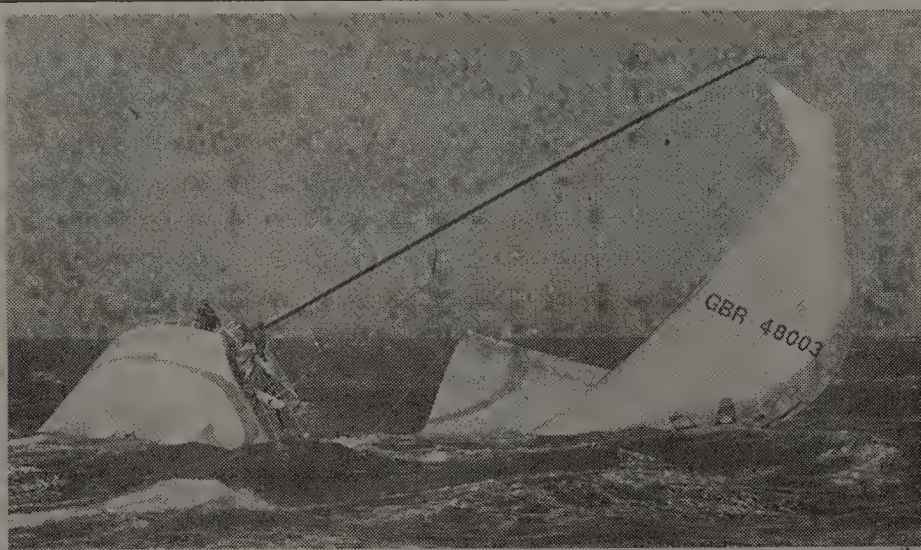


Stocker lost a bet and picked up the dinner tab for the *Blade Runner*, *Bondi Tram* and *Sidewinder* crews at Mulhens, probably the most expensive BBS dinner ever. *General Hospital* dismasted in front of the clubhouse. ULDB 70 — *Mongoose*; SC 50 — *Earl of Mar*; IOR I — *Jubilant*; IOR II — *Insatiable*; One Ton — *Pendragon*. (45 boats)

1988 — The Big Boat Series' 25th anniversary, as well as IOR's last big hurrah in this country. Everything fell into place to make this a fabulous event — it followed a maxi year at the Kenwood Cup and the One Ton Worlds held two weeks prior on the Bay. All the top talent was there. Raul Gardini and Paul Cayard teamed up on *Il Moro* to decimate eight other maxis with five bullets, while Tom Blackaller called tactics on the victorious *Great News* against nine hot 50s. *Blade Runner*, hooked a buoy with their lazy runner and inverted her mast three feet, but it didn't break. The Peter Gilmour-driven maxi *Sovereign* broke theirs, however. It makes us teary-eyed just thinking about this great series — arguably the last of the classic Big Boat Series. Maxi — *Il Moro di Venezia*; IOR 50 — *Great News*; IOR II — *Shockwave*; One Ton — *Pendragon*. (38 boats)

1989 — Entries and interest declined for the fifth straight year — surely, this was the BBS's darkest hour. Cadillac sponsored this teeny series (the first time sponsorship was allowed) and ESPN televised it, heavy on the sleds. *Taxi Dancer* cooperated by dismasting for their cameras. A dismal year for the BBS! ULDB 70 — *Mongoose*; SC 50 — *Hana Ho*; IOR I — *Shockwave*; IOR II — *Pendragon*. (24 boats)

1990 — After the previous year's debacle, it was time for drastic measures. Accordingly, Steve Taft, Tom Allen and Don Trask unveiled a whole new look: the series was shortened from its previous weeklong format to six races over four days. Two different courses were used for the first time. And the highly-touted IMS rule debuted to mixed reviews, while IOR wheezed through its death throes. Meanwhile, the rest of the series quietly went one design, with the J/35s and Express 37s apparently becoming fixtures. A 'wild card' class, the Farallon Clippers, beefed up the numbers and added a historical touch to the gathering. Altogether, a brilliant comeback. ULDB 70 — *Taxi Dancer*; IMS I — *Swiftsure*; IMS II — *Phantom*; IOR I — *Blade Runner*, IOR II — *Will*; J/35 — *Abba-Zaba*.



Jab; Express 37 — *Pazzo Express*; Farallon Clipper — *Cedalion*. (57 boats)

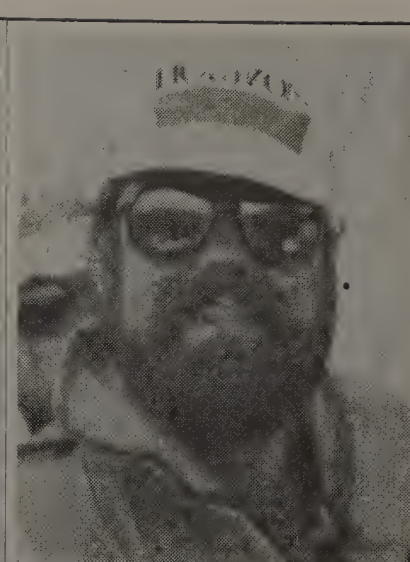
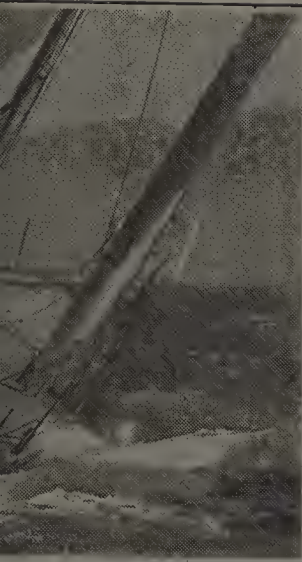
1991 — Jim Ryley and Skip Allan topped the six-boat sled class with *Mirage*; Larry Doane and his *Morningstar* gang won the Express 37 title (the BBS doubles as their Nationals); Alan Andrews' designs dominated IMS; the Ultimate 30s provided the traditional late afternoon entertainment. Fun, fun, fun! ULDB 70 — *Mirage*; J/44 — *Witch Doctor*; IMS I — *Cantata II*; IMS II — *It's OK!*; J/35 — *Abba-Zaba-Jab*; Express 37 — *Morningstar*; Ultimate 30 — *Technoyacht*. (55 boats)

1992 — An upbeat year mainly due to the presence of 11 sleds. Paul Simonsen and John Kostecki sailed *Mongoose* to their third BBS win, a record surpassed only by veteran campaigner Larry Harvey with five class wins in various boats (*Brooke Ann*, *Crazy Horse* and *Abba-Zaba-Jab*). David Clarke, Dee Smith and Geoff Stagg annihilated the IMS fleet with *Cookson's High 5*. The inclusion of the 'little' J/105s was questioned by some; 'nasal flossing' was invented (or at least named); and the 'best' collision in the history of the series occurred when *Maverick* failed to duck *Blondie*. ULDB 70 — *Mongoose*;

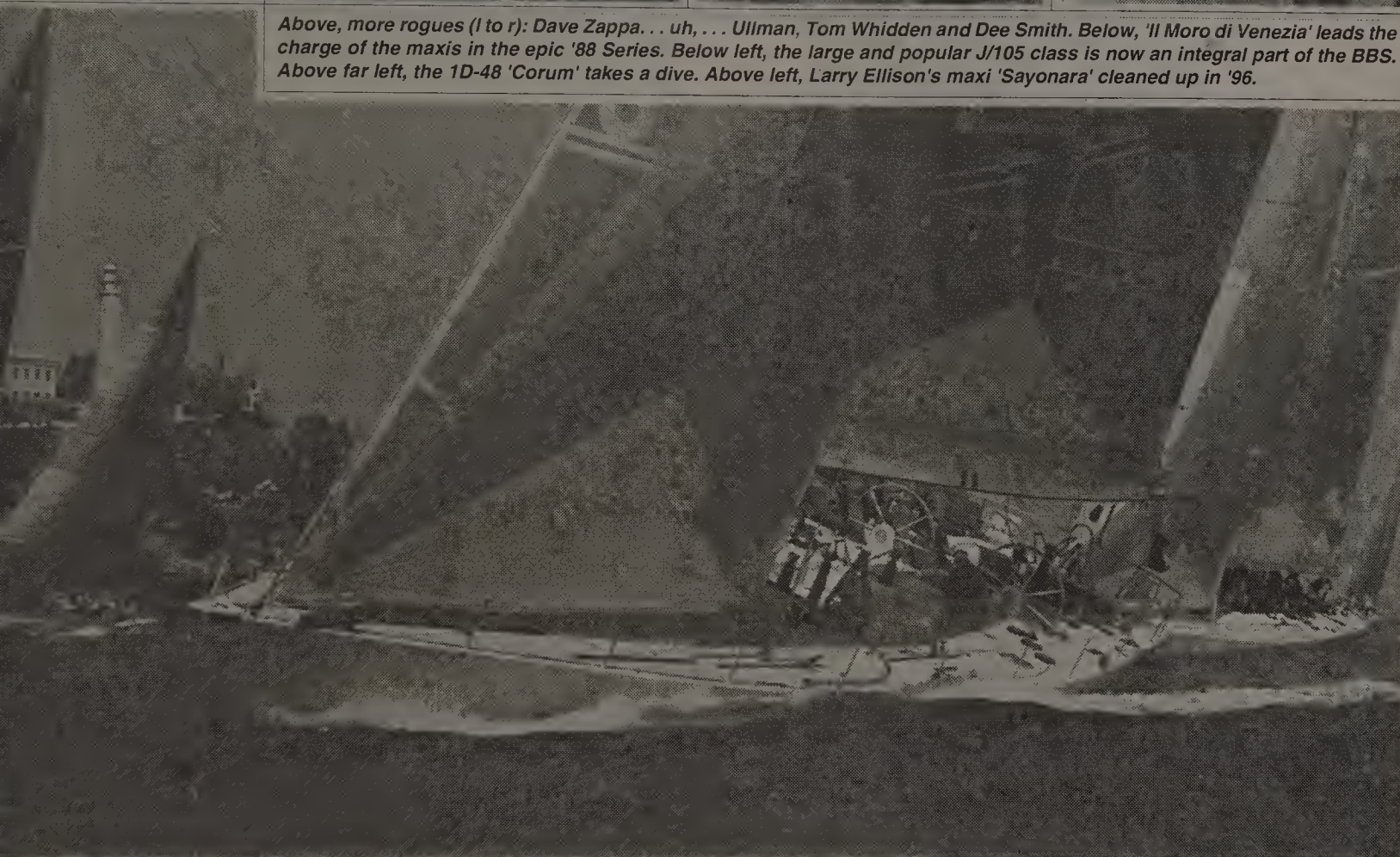
SC 50 — *Gone With The Wind*; IMS Grand Prix — *Cookson's High 5*; IMS 'Local' — *Swiftsure*; J/44 — *Gotcha*; J/35 — *Abba-Zaba-Jab*; Express 37 — *Re-Quest*; J/105 — *Zamboni*. (55 boats)

1993 — On its 30th anniversary, the BBS was big, even if the boats weren't (the 58-foot *Swiftsure* was the queen of the ball). As befitting of this milestone year, the weather was *maelvalous* and the shoreside festivities were particularly savage, beginning with the Kenwood Cup party (Thursday), the Mt. Gay party (Friday), Hasso Plattner's SAP party (Saturday) and, of course, the awards ceremony on Sunday. Two new classes made their first (and last) appearances this year — the mysterious 'FIMS' class ('fake' IMS, as administered by StFYC) and a controversial non-spinnaker class for Swans. SC 50 — *Gone With The Wind*; IMS-A — *Pigs in Space*; 'FIMS' — *Marilyn*; IMS-B — *National Biscuit*; J/35 — *Major Damage*; Express 37 — *Blade Runner*; J/105 — *Niaweh*; Swan — *Zeus*. (68 boats)

1994 — This was a bittersweet year. An otherwise excellent BBS was overshadowed on Saturday afternoon when a hiking rack broke on the twin-ruddered *Twin Flyer 38*, dumping most



Above, more rogues (l to r): Dave Zappa... uh, ... Ullman, Tom Whidden and Dee Smith. Below, 'Il Moro di Venezia' leads the charge of the maxis in the epic '88 Series. Below left, the large and popular J/105 class is now an integral part of the BBS. Above far left, the 1D-48 'Corum' takes a dive. Above left, Larry Ellison's maxi 'Sayonara' cleaned up in '96.



of her crew into the chilly Bay. San Diego professional sailor Larry Klein, skipper of the radical boat, died as a result. Meanwhile, eight ULDB 70s and three IMS maxis gave this year a 'big boat' feel and the so-called 'St. Francis Rule' (modified PHRF) debuted to mixed reviews. ULDB 70 — *Pyewacket*; IMS Maxi — *Windquest*; IMS — *Bullseye*; PHRF-A — *Marilyn*; PHRF-B — *Surefire*; J/35 — *Major Damage*; Express 37 — *Re-Quest*; J/105 — *Blackhawk*. (67 boats)

1995 — A record 71 boats competed this year, with a six-pack of pretty maxis headlining the show. Invariably, *Sayonara* finished first but lost to *Exile* on corrected time, with *Windquest* settling for third — more of a beauty pageant than a race. Other highlights: *High Risk* dismasted in practice the day before; *Reus* was hit by *Swiftsure* on the starting line and knocked out of the series ("It felt like a Volkswagen being run down by a freight train!"); the SC 70 *Holua* blew its rig out during the last race; the IMS 'race after the race', i.e., heavy politicking by the hired guns to influence current and wind input, reached ugly new heights (read: *Surface Tension*); and grumbling about the 'St. Francis Rule', especially in Class A, was heard. IMS Maxi —

Exile; ULDB 70 — *Mirage*; IMS — *Flash Gordon*; PHRF-A — *Camouflage*; PHRF-B — *Hot Lips*; J/35 — *Major Damage*; Express 37 — *Blade Runner*; J/105 — *Invictus*. (71 boats)

1996 — This was the year the BBS exploded — 91 boats in 11 classes! It was an epic year, featuring lots of wind, a bunch of big boats (six IMS Maxis and five sleds), some new one design classes (the hot 1D-48s and an international fleet of Mumm 36s gearing up for their Worlds), and a memorable flap between the maxi owners before the Series started. *Sayonara* owner Larry Ellison, who initially refused to sail under the ICAYA owner/driver rule, ended up dominating the class with seven bullets. Other random memories: *Morning Glory* and *Osprey* broke their rigs; Mick Schlens won the Express 37 class again despite briefly losing his wife overboard in a round-up; and more visiting rockstars than we've ever seen at the BBS. IMS Maxi — *Sayonara*; ULDB 70 — *Evolution*; 1D-48 — *Windquest*; IMS — *Beau Geste*; Mumm 36 — *Jameson*; PHRF-A — *Swiftsure II*; PHRF-B — *It's OK!*; PHRF-C — *Mostly Harmless*; J/35 — *Rapture*; Express 37 — *Blade Runner*; J/105 — *Thrasher*. (91 boats)

BIG BOAT SERIES RETROSPECTIVE

1997 — "Seventy-five boats — not bad for an 'off year'!" was Steve Taft's 'mantra' for this one. This was the first year a measurement rule wasn't used — four classes raced levelly, while five sailed under the StFYC-adjusted PHRF system ("a big beer can regatta"). The racing was pleasant, with monster floods, moderate winds and, for a change, warm air and water. Noteworthy events included a sunfish sighting inside the Bay; the second-best crash in BBS history (*Orient Express* tore the back end off *Mirage*); three sailors getting rides to the emergency room (*Raven*, *Brassy*, *Persuasion*); and a cheating incident (substituting a folding prop for a fixed one without telling the rating committee) which ultimately stripped *Just in Time* of her ostensible PHRF-D victory. ULDB 70 — *Taxi Dancer*; 1D-48 — *America True*; Cal 50 — *Swiftsure II*; PHRF-A — *Favonius*; PHRF-B — *Recidivist*; PHRF-C — *Cadenza*; PHRF-D — *Petard*; Express 37 — *Re-Quest*; J/105 — *Bella Rosa*. (75 boats)

1998 — The BBS got off to a fine start, with 81 boats sailing in 10 classes. But the Series was held too late in the year (September 24-27) and things rapidly got light, shifty and just plain ugly. Saturday's second race was so slow that boats were still finishing at 7 p.m., and Sunday's final race was abandoned for lack of any moving air — a first in the annals of BBS history. There was, however the customary sled T-boning (*G.I. speared Mongoose*), some tanker-dodging, and in Friday's second race — which for unknown reasons pitted all the boats on the same course — a pile-up at the weather mark of Biblical proportions. The Series also marked the third (and last) year of professional sailing in 1D-48s, and the semi-return (and last gasp) of IMS. All in all, it was a weird Series — more like a gigantic midwinter regatta than the usual grand prix lovefest. ULDB 70 — *Taxi Dancer*; 1D-48 — *Numbers*; IMS — *Flash Gordon III*; 'Maxi' — *Javelin*; Cal 50 — *Swiftsure II*; PHRF-A — *Mistress*; PHRF-B — *Samba Pa Ti*; PHRF-C — *Savoir Faire*; Express 37 — *Eclipse*; J/105 — *Thrasher*. (81 boats)

1999 — The Series got back on track this year, fielding a record 95 boats in nine classes. The emphasis was away from PHRF, with five classes (including the Farr 40s and 1D-35s in their BBS debut) racing one design and another, ULDB 70s, racing levelly. *Taxi Dancer* took the ULDB 70 trophy for the third straight time in what was destined to be that class's last BBS appearance. Other highlights: *Wasabi* and *Bullseye* tangling in The Room (and, unfortunately, in the hallway) over a starting line dispute; a foreign visitor (*Rx Sight*, from Sweden); the largest gathering of SC 52s to date (nine boats); *Samba Pa*

Ti swept the September Farr 40 wars (NOOD, Worlds, BBS); and the 25-boat J/105 fleet distinguished themselves by logging the most general recalls and time in the protest room. ULDB 70 — *Taxi Dancer*; SC 52 — *Rosebud*; Farr 40 — *Samba Pa Ti*; 1D-35 — *Joss*; PHRF-A — *Wasabi*; PHRF-B — *Charisma*; PHRF-C — *Pakalolo*; Express 37 — *Eclipse*; J/105 — *Jose Cuervo*. (95 boats)

2000 — The Millennium Series was a blockbuster — 112 boats, the most ever! The jumbo-sized Series taxed the club's facilities to the max, but a great time was had by all — except *Wasabi*, which dismasted during a 30-knot puff in practice on Wednesday. Fortunately, the wind moderated for the actual Series, which was remarkably free of collisions, carnage, and protests (only eight). Just 28 boats sailed handicap (with by-now institutionalized bitching about PHRF), while 84 raced one design, including a small J/120 class for the first time. Ken Read and his America's Cup pro crew on the Farr 50 *Esmeralda* came from across the country to sail PHRF (a first for them, no doubt); the venerable Express 37 class appeared for the 11th straight year; and the 31-boat J/105 class recorded an unprecedented four general recalls before successfully starting their seventh race. PHRF-A — *Esmeralda*; Farr 40 — *Samba Pa Ti*; SC 52/50 — *Ingrid*; PHRF-B — *High 5*; 1D-35 — *Heartbreaker*; PHRF-C — *InfraRed*; J/120 — *J/Bird*; Express 37 — *Eclipse*; J/105 — *Wind Dance*. (112 boats)

Well, there you have it — our unofficial *Cliff Notes* guide to 37 years of the Big Boat Series. We, along with everyone else, missed sailing in the 2001 Series, but the unexpected time off gave us a chance to reflect on how much we've enjoyed this wonderful event over the years. Through good and bad, the Big Boat Series has not only endured, but helped define the West Coast sailing scene. We've grown up with the Big Boat Series, sailing in it and covering it for almost two decades — and it feels odd to be deprived of it this year.

But sailboat racing is just a game, basically trivial and irrelevant in light of last month's terrorist attack on our country. Canceling the 2001 Series was the right thing — indeed, the only thing — to do. When the world calms down, as it inevitably will, the Big Boat Series will still be here. The good times and the laughter will resume, and hopefully mean more to us than ever before.

— latitude/rkm

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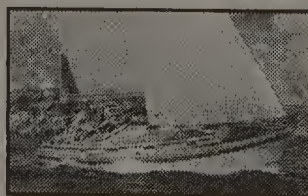
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CAP'N FATTY'S NEW DRUG

All my life I've read about the kava ceremony of western Polynesia — lusty tales of tropical decadence by such famed storytellers as Robert Louis Stevenson, Herman Melville and Jack London.

But I've always

Carolyn and I finally decided to head across the wide Pacific aboard our S&S-designed Hughes 38 sloop *Wild Card*.

Basically, the Pacific is similar to the Caribbean — only

Kingdom of Tonga which truly stole our hearts.

I mean, you gotta love a place which is just over the international dateline and, thus, has a local 'Royal Beer' with the motto, "The first beer of the day for the whole world!" Of course, they don't get many visitors — which is, perhaps, why they were so nice to us.

Soon after we dropped anchor we discovered ourselves ashore... happily dabbling in the local drug scene!

considered the kava ceremony as something from the distant past: the lubricant of ancient cannibals, the drug-of-choice of the 'gone-native' Pacific pirates, the sacred ceremonial narcotic of the Noble South Sea Savage. I certainly never expected to partake myself.

But the life of a sea gypsy is full of surprises. After 30 years of cruising the Atlantic and Caribbean my barnacle-encrusted wife

the rum shops are considerably further apart. And there are fewer Americans, which is always a good thing. (I know: self-loathing is a drag!) During our voyaging thus far, my wife and I particularly enjoyed watching various 'rare species of land tortoises' pretend not to breath in the Galapagos, as well as diving for pearls in French Polynesia, but it was the dusty village of Nuku Lofa in the

Soon after we dropped anchor we discovered ourselves ashore... happily dabbling in the local drug scene! This was something I'd hoped I'd gotten over in the 1960s... but, hey, "When in Rome..." I couldn't believe it when they started mixing up the huge, wooden three-legged bowl of kava — and yet it was happening. To me. Right here, right now. It didn't seem possible. But it was.

I couldn't stop



A KAVA PRIMER

Throughout Tonga, Samoa and Fiji, kava ceremonies are one of the most highly revered traditions of daily life, even today. Formally called *yanggona* ceremonies, these centuries-old rituals have great symbolic significance, and — despite Cap'n Fatty's lighthearted look at the practice — are performed with utmost seriousness, especially at key events of village life such as the installation of a new chief, a marriage or a death.

We consulted with David Stanley's most excellent *South Pacific Handbook* (Moon Publications) for some background on this legendary beverage and on the process of preparing it. First, it should be understood that kava is not fermented; it

is nonalcoholic, but its natural properties produce a tranquilizing effect, numbing the tongue and lips. The time-honored drink is made from the dried root (called *waka*) of the pepper plant. These



A 'tanoa' bowl, carved from a single piece of wood, is used to hold the precious liquid. A special shell attached to it by a long cord symbolizes a link with the spirit world.

MOON PUBLICATIONS/LOUISE FOOTE

days, roots are broken down by pounding in a mortar (called a *tambili*). But not too many years ago they were 'tenderized' by chewing. In any case, the pulp is then kneaded in a cloth sack and its juice mixed with water.

In his indispensable *Handbook*, Stanley explains that in addition to highly formalized ceremonies for high chiefs, "village people have simplified grog sessions almost daily."

He explains further, "Kava drinking is an important form of Fijian entertainment and a way of structuring friendships and community relations. Even in government offices a bowl of grog is kept for the staff to take as a refreshment at *yanggona* sessions."

— ROOTING AROUND IN FIJI



BOB WILLIAMSON

grinning — which was a problem because the kava ceremony is about as culturally 'serious' as it gets in the South Pacific. The penalty for showing the soles of your feet or walking between the guest and the server is still — gulp! — death.

The Tongan princess, all three hundred blubbery pounds of her, was sitting fifty feet away from me across a woven sacred palm-frond mat. It was just after dark. We'd already dug up and eaten a pig. The local men sat in rows on each side of the mat.

The ceremony began with the princess reciting something in Tongan while crushing the kava (a sort of pepper plant root) with a large rock. The powder was then poured into a large carved wooden bowl and coconut cups of water were added.

The princess then strained it with something which looked like (but wasn't) the tail of a

peaks. Some say the Fijians have *nggona* rather than blood in their veins. "Visitors to villages are invariably invited to participate in informal kava ceremonies, in which case it's customary to present 200 grams or more of kava roots to the group. Do this at the beginning, before anybody starts drinking, and make a short speech explaining the purpose of your visit (be it a desire to meet the people and learn about their way of life, an interest in seeing or doing something in particular on their island, or just a holiday from work). Don't hand the roots to anyone, just place them on the mat in the center of the circle. The bigger the bundle of roots, the bigger the smiles. The roots

are easily purchased at any town market. Kava doesn't grow well in dry, cane-growing areas or in the Yasawas (outer islands of Fiji), so carry a good supply with you when traveling there, as it can be hard to buy more. Kava is prohibited entry into the U.S., so don't consider bringing home any leftovers.

"Clap once when the cup bearer offers you the *mbilo*, then take it in both hands and say "mbula" just before the cup meets your lips. Clap three times after you drink. Remember, you're a participant, not an onlooking tourist, so don't take photos if the ceremony is rather formal. Even though you may not like the appearance or taste of the drink, do try to finish at

least the first cup. Tip the cup to show you're done.

"It's considered extremely bad manners to turn your back on a chief during a kava ceremony, to walk in front of the circle of people when entering or leaving, or to step over the long cord attached to the *tanoa* (the handcarved wooden serving bowl). At the other end of the cord is a white cowry, which symbolizes a link to ancestral spirits."

As is always the case when traveling beyond the mainstream, your experience will be greatly enhanced if you do a bit of homework learning about cultural practices before you arrive on scene.

— *latitude/aet*

CAP'N FATTY'S NEW DRUG

horse, all the while chanting ancient things which go back many hundreds of years. Tonga is a very old civilization, and its current king can flawlessly recite the names of his royal ancestors going back over a thousand years. Tonga has never been ruled by the West — a fact her citizens are extremely proud of.

Then the Elder waved his hands in the air and made a speech about me. I have no idea what he said, but it sounded important. And it concluded with my name "Fah-Tee," which was also my signal. I raised my arms dramatically and clapped my

hands together as I'd been rehearsed. (With very 'cupped and rounded' hands held horizontally, not vertically.)

Another women,

It took a long time. No one was in a hurry. There was a lot of direct eye contact. I didn't flinch.

She knelt down. I took the cup, peered

another name, someone in the circle clapped, and the ritual was repeated. . . and repeated and repeated.

At first I was kinda bored. But as time passed, the Tongan princess started to look kinda alluring and sexy. . . my lips went numb. . . and my limbs felt heavy — sorta like being on 'ludes or reds. Things appeared too far away and distant in my vision. . . nothing was too terribly important but some things seemed sorta microscopically-too-real. . . I was slightly nauseous but not uncomfortable. . . and then I was sitting back with

my wife Carolyn afterwards. . . and then I was being called back into the group's center to dance with the princess. . .

She was covered in oil, and other men stuck paper money on her skin as we danced. I didn't understand what was going on, but I didn't give a damn either.

"Malo Apeitu," she said as the drumming stopped. (Thanks!)

I kinda drooled at her.

"The taxi is ready," Carolyn said in gentle nonthreatening tones. "Time to get you back to the boat."

I didn't argue.

— cap'n fatty
goodlands

As time passed, the Tongan princess started to look kinda alluring and sexy. . . my lips went numb. . . and my limbs felt heavy.

tiny by Tongan standards, took the half coconut shell handed to her by the princess, delicately held it above her head by her finger tips, and slowly brought it over to me.

inside at the dishwasher-colored liquid, and downed it in a single gulp. It tasted muddy and gritty — but not bad.

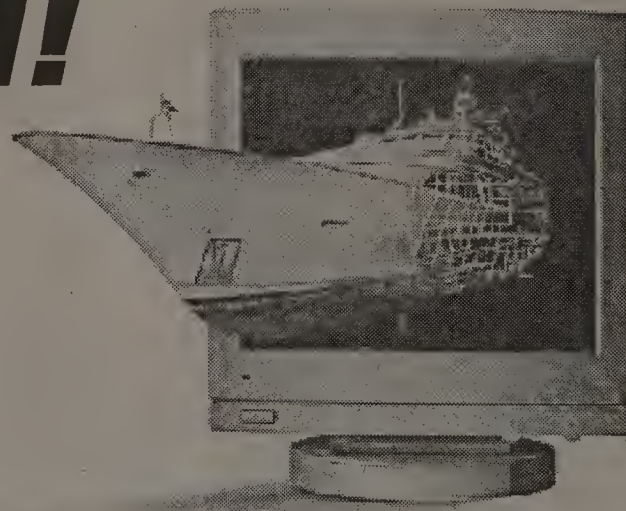
I handed it back. The Elder made more talk, called out

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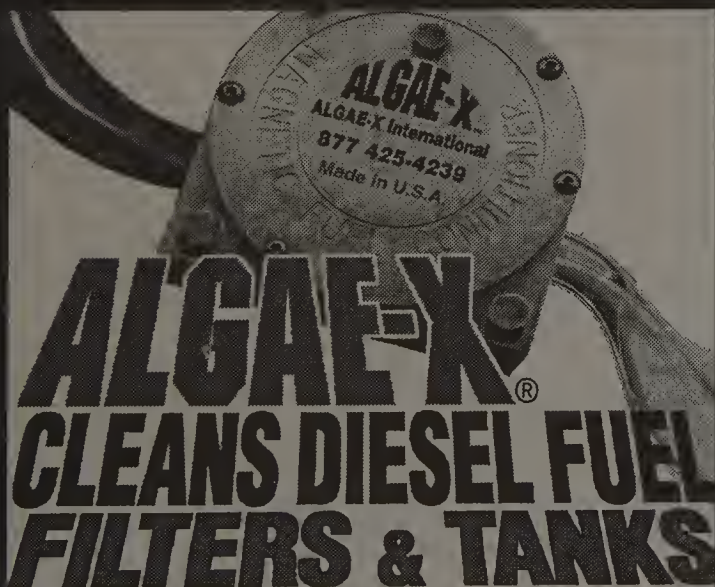
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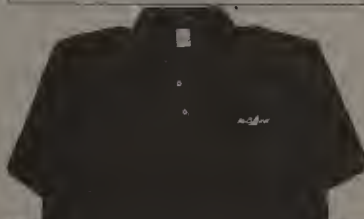
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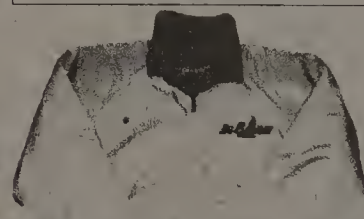
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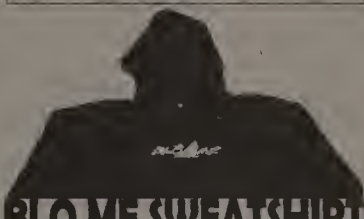
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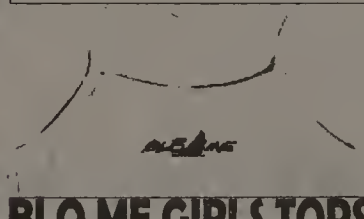
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2001 NOOD REGATTA

Labor Day Weekend traditionally offers Bay Area racers three completely different venues — offshore racers have the Windjammers, the PHRF crowd has the Jazz Cup, and one design racers have the NOOD. With due respect to the other two events, the hardcore racing — best sailors, best race management, and best sailing conditions — was once again found at the 12th Annual San Francisco NOOD Regatta, hosted by St. Francis YC on September 1-2. Though no one knew it at the time, the NOOD Regatta was also destined to be the grand finale of the Bay Area's 2001 sailing season.

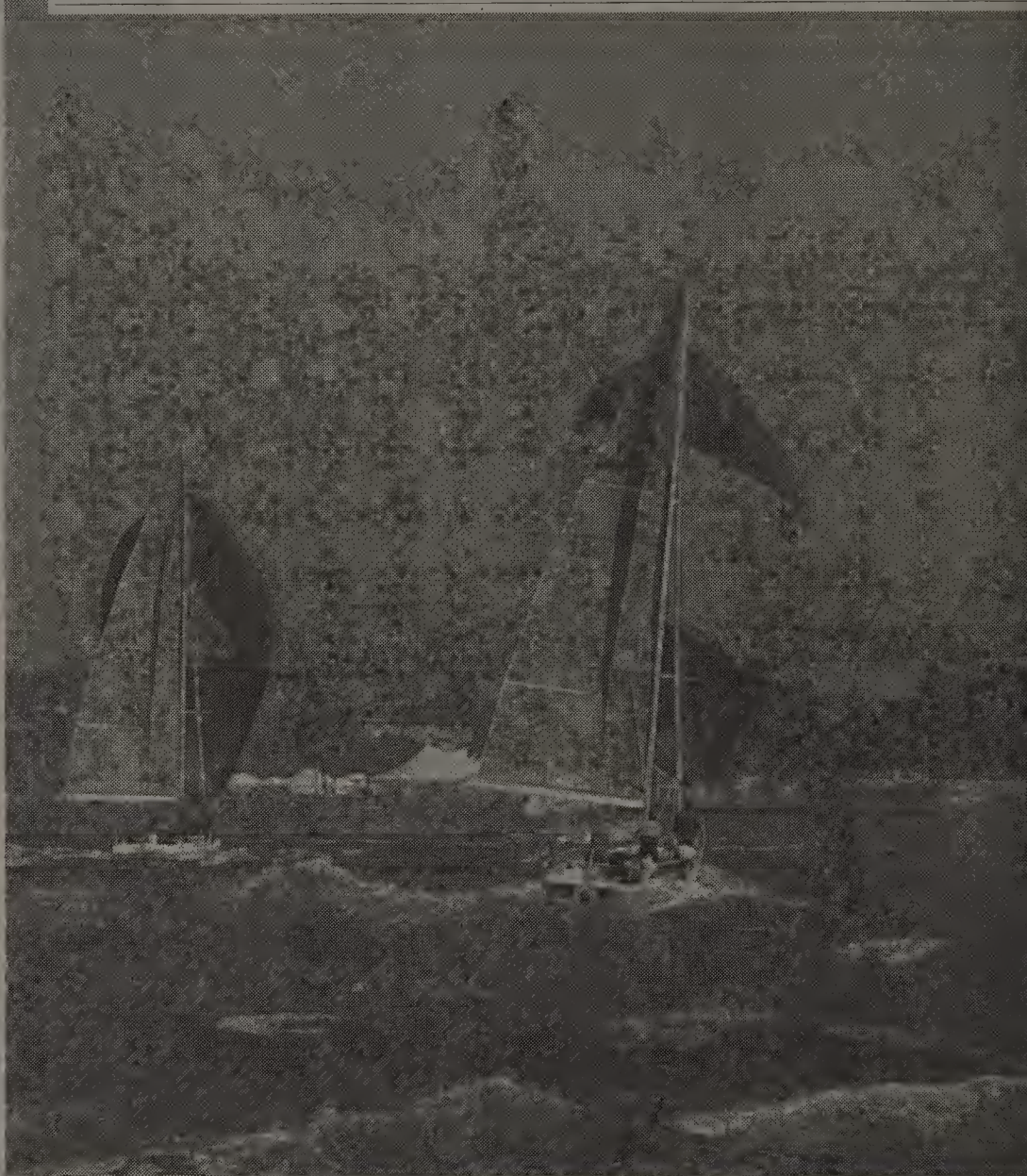
Sponsored as usual by the Rhode Island-based magazine *Sailing World*, the regatta stuck with its tried-and-true format of two Cityfront races a day with abundant food and beverages each evening. One hundred and twenty-two boats (up from 102 last year, but off the record high of 171 in '99) raced in nine different classes. The morning races featured moderate air (8-12 knots), a flood tide and fog. By afternoon each day, the fog had burned off and it was howling — up to 25 knots against an ebb tide, the full 'rinse cycle'.

The Farr 40s, 13-strong, put on their usual fine display, marred only by a major collision on Saturday in front of the StFYC clubhouse. In the flood-tide pinball game up the Cityfront, Shep Kett's *Flyer*, on port, failed to complete its duck of David Thomson's *Peregrine* — instead imbedding itself forcefully into the latter. Both boats were knocked out of the regatta, and it was fortunate that no one was injured. Meanwhile, Brack Duker's *Revolution*, with Peter Isler calling tactics, took a pair of bullets on Saturday, earning Lewmar Boat of the Day honors. Duker went 6,5 on Sunday, barely holding on to first over Robert Shaw's much-improved *Wahoo*.

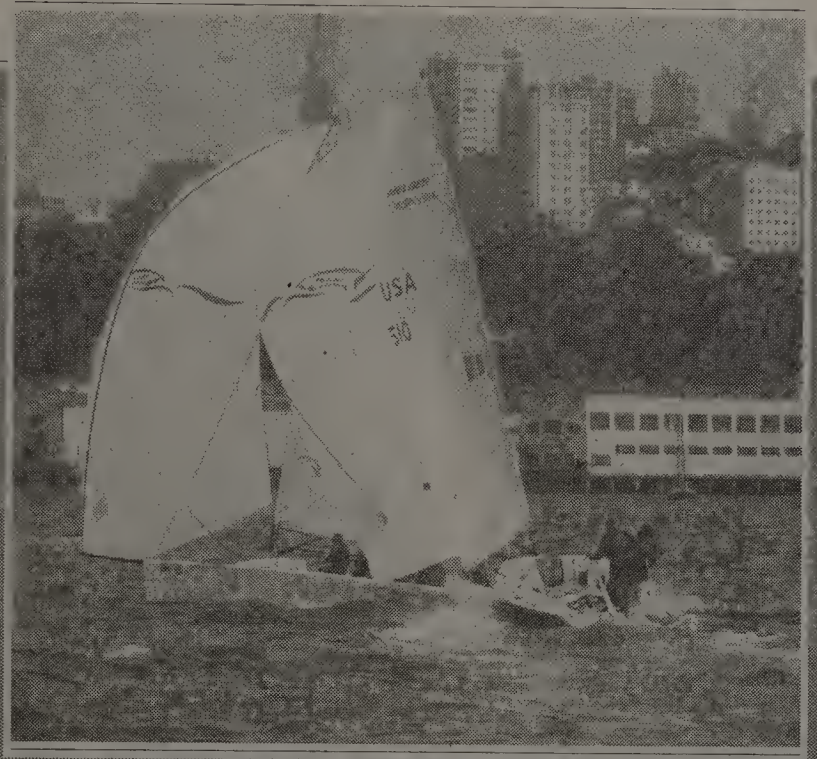
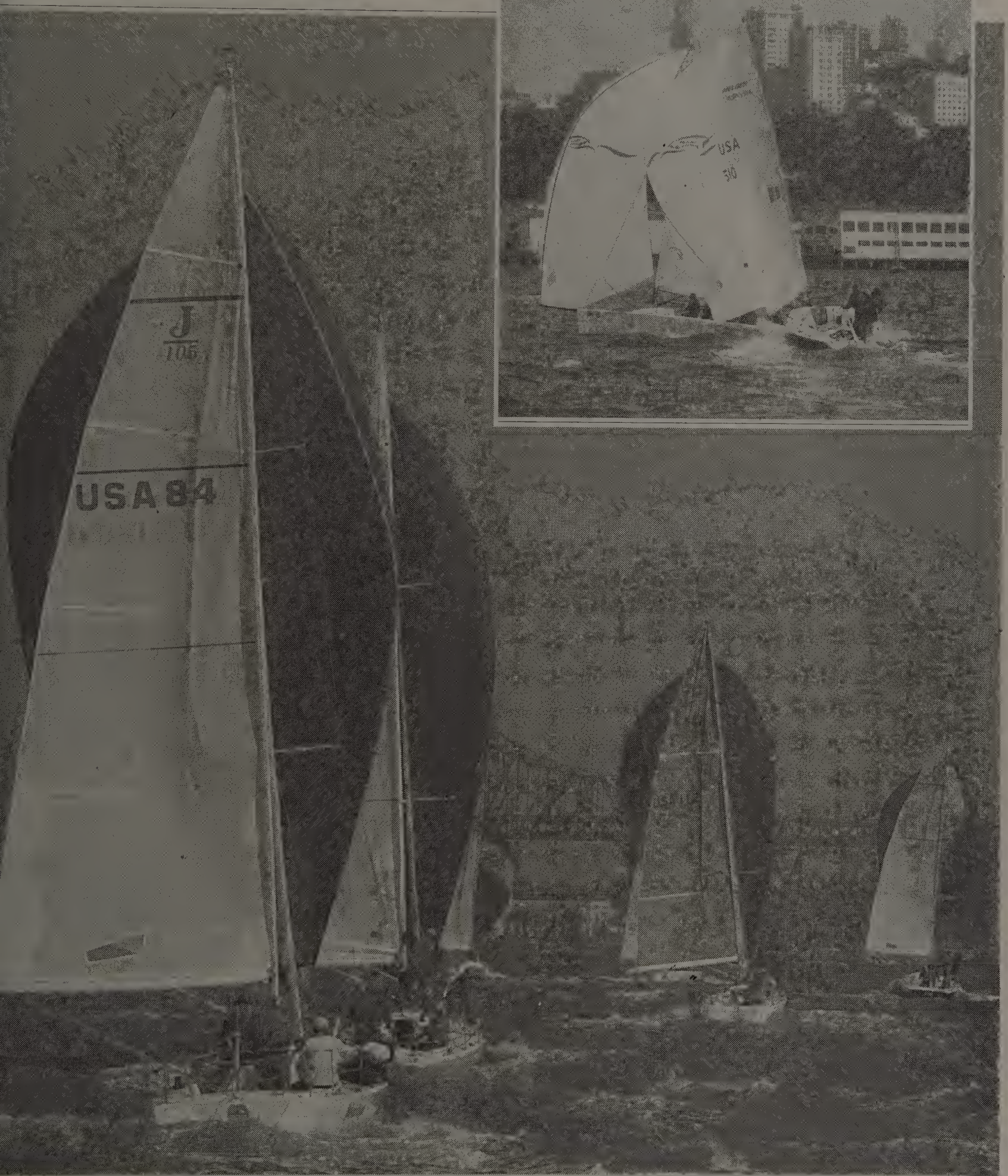
The J/105 class saw a record 35 boats on the starting line, eclipsing the previous 33-boat benchmark. Jeff Littfin and Steve Pugh topped the huge fleet with *Wind Dance*, posting a fine 1,2,8,1 series. That's the good news. The bad news is that the 105s turned the NOOD into a destruction derby, keeping the protest committee working almost until midnight both nights. The chaos seems to be increasing exponentially in this class, as witnessed by a dismasting (Chuck Eaton's *Jitterbug*), at least three other fairly serious collisions and a host of

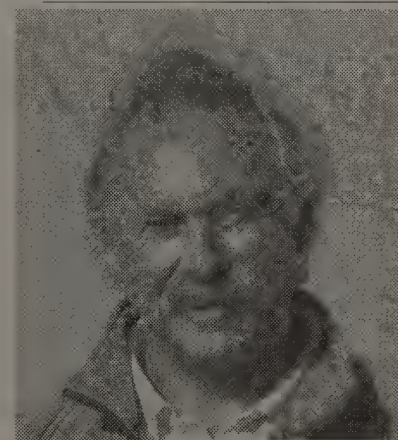
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NOODist colony — Spread, the J/105 'A' fleet. Inset (left), 'Wahoo' on top of the Farr 40s. Inset (right), seeing double: two Melges 24s called 'Pegasus'. All photos/latitude andy & rob.



— THE NAKED TRUTH

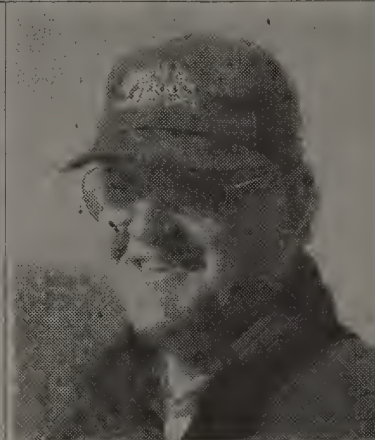




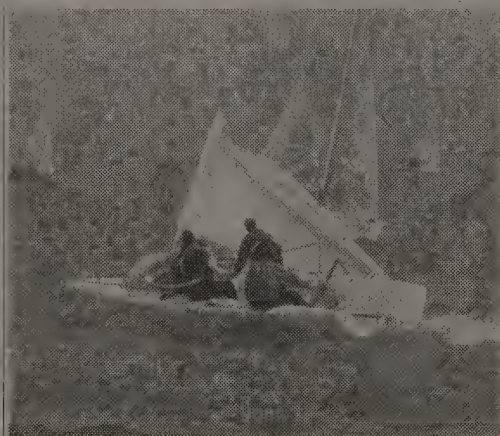
Dave Ullman (Melges 24).



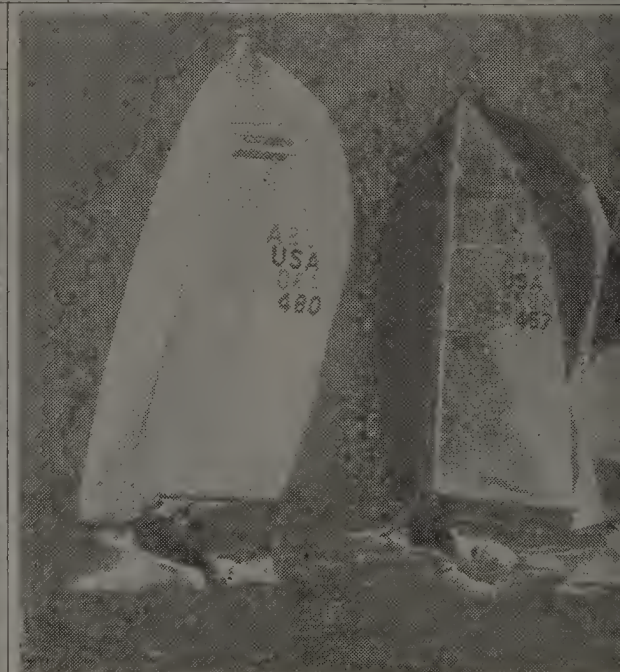
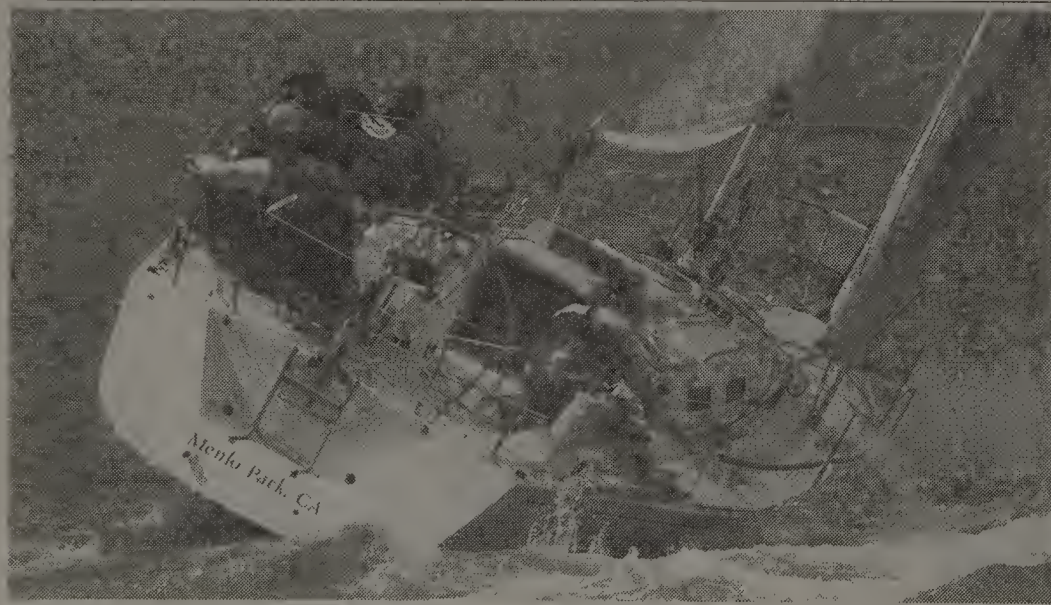
Carl Smit (J/24).

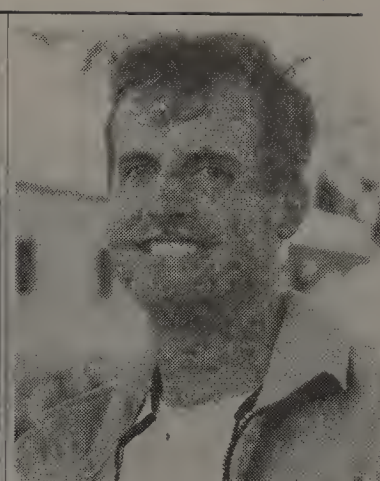
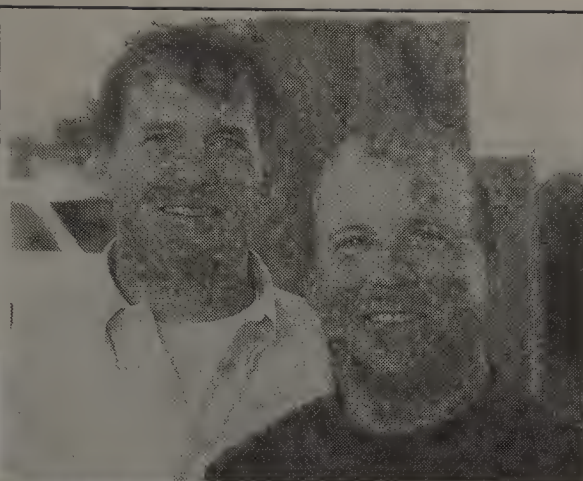
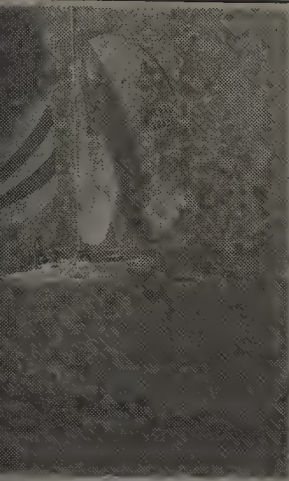


Steve Madeira (J/120).



The NOOD 'centerfold' — Wipeouts, dismastings, great planing runs, long beats up the City-front, fog and sun, Mt. Gay and Sam Adams, good camaraderie. . . This regatta had it all!

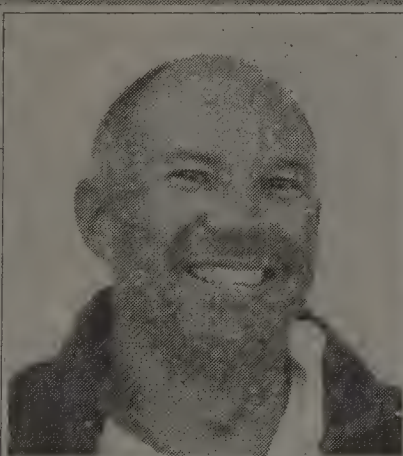
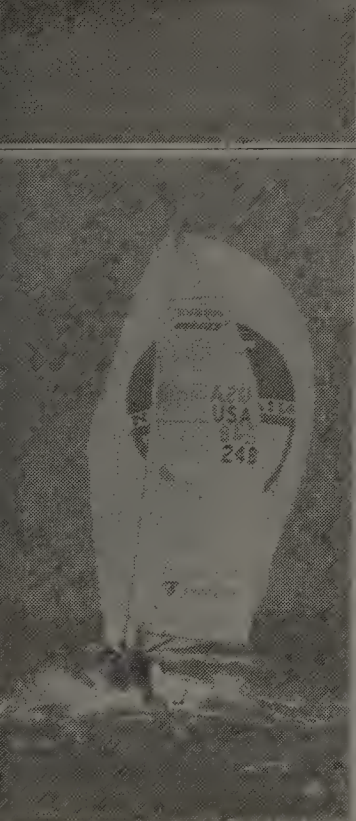




NOOD winners, from left — Ben Wells (11:Metre); Jeff Littfin and Steve Pugh (J/105); and Scott Sellers (Express 27).



More winners, from left: John Wylie (One Design 35); Peter Isler and Brack Duker (Farr 40); and Bob Bloom (J/35).



NOOD REGATTA 2001



minor ones, a man overboard (the main trimmer on *Irrational* went swimming at a leeward mark, mostly due to a mangled stern pulpit from a starting line collision), and 11 protests that went to The Room despite arbitration (remarkably, *Hazardous Waste* filed seven of them).

In the last of the four races, after two ebb-tide general recalls, race manager John Craig hoisted the black flag — a measure seldom seen outside the J/24 class in the old days. Apparently unable to hold their steeds back, the fleet still jumped the gun, resulting in an extremely rare black flag general recall. Seven boats were notified by radio that they were 'BFD'ed from further competition (several others were over, but they were hidden from the race committee's view down the line). J/105 class president Jaren Leet was upset enough by his fellow boatowners' behavior that weekend that he fired off an email warning them to clean up their act or face higher insurance premiums and lower resale value, not to mention the possibility of seriously hurting someone.

The 105s weren't the only ones getting in trouble. A pair of 1D-35s — *Kaizen* and *Tangled.web* — were both thrown out of the fourth race by the race committee for interfering with an outbound freighter. Meanwhile, John Wylie's *Tabasco*, with Rick Merriman serving up the tactics, dominated the other 1D-35s.

"The St. Francis has worked hard to establish good relationships with the bar pilots and Vessel Traffic Control," said Craig. "We've got to clamp down on our racers interfering with commercial traffic. If a ship directs five horn blasts in your direction, it's game over — you can plan on being DQed, and possibly even getting a \$10,000 fine."

But other than one more dismasting (the Melges 24 *Smokin'*) a bunch of blown-up sails and the usual boat-

Kelly's herqes — The blue J/105 'Joust' pushing the knotmeter up into double digits.

bites and bruises from a heavy-air series, the rest of the weekend was all pretty good. There weren't any big surprises in the winners' circle — Steve Madeira (*Mr. Magoo*) won the J/120's NOOD debut; Bob Bloom (*Jarlen*) topped the J/35s, which reappeared after a two-year hiatus; *Oracle Racing* coach Dave Ullman (*USA-3*) romped on the Melges 24s; Ben Wells (*Headhunter.net*) took the 11:Metre Nationals; Scott Sellers (*Swamp Donkey*) finally topped the Express 27s after years of being a NOOD bridesmaid; and relatively new Bay Area sailor Carl Smit (*Blunderbuss*) won the J/24 battle.

Sponsors of the fun weekend, in addition to *Sailing World* and St. Francis YC, included Farmers Insurance Group,

FARR 40 — 1) *Revolution*, Brack Duker/Peter Isler, 13 points; 2) *Wahoo*, Robert Shaw/Morgan Larson, 14; 3) *Samba Pa Ti*, John Kiroy/Brian Ledbetter, 17; 4) *Crocodile Rock*, Alex Geremia/Scott Harris/Vince Brun, 17; 5) *Shadow*, Peter Stoneberg/Chris Perkins, 18; 6) *Gone Too Farr*, David Carrel/Jeff Thorpe, 21; 7) *Endurance*, Mike Condon/Craig Healy, 30; 8) *Astra*, Mary Coleman/Scott Dickson, 34. (13 boats)

J/120 — 1) *Mr. Magoo*, Steve Madeira, 5 points; 2) *Dayenu*, Doug Slakey, 10; 3) *Jolly Mon*, Mark Bowman, 14. (6 boats)

1D-35 — 1) *Tabasco*, John Wylie, 5 points; 2) *Zsa Zsa*, Bill Wright, 15; 4) *Koinonia*, John Ament, 16. (7 boats)

J/35 — 1) *Jarlen*, Bob Bloom, 9 points; 2) *Raptor*, Jim Hoey, 11; 3) *Kiri*, Bob George, 13; 4) *Friday Harbor*, Ryle Radke, 17. (8 boats)

J/105 — 1) *Wind Dance*, Jeff Littfin & Steve Pugh, 12 points; 2) *Good Timin'*, Phil Perkins & Dave Wilson, 16; 3) *Charade*, Tom Coates/Mark Chandler, 23; 4) *Sails Call*, Tom Iseler, 23; 5) *Nantucket Sleighride*, Peter Wagner, 24; 6) *Zuni Bear*, Bergmann/Bennett, 24; 7) *Arbitrage*, Bruce Stone, 28; 8) *Blackhawk*, Dean Dietrich, 33; 9) *Advantage 3*, Will & Pat Benedict, 35; 10) *Orion*, Gary Kneeland, 49; 11) *Bella Rosa*, Dave Tambellini, 55; 12) *Out of Options*, Doug Berman, 56; 13) *Bandwidth*, Roland Van der Meer, 62; 14) *Juxtapose*, Tom Thayer & Dick Watts, 67. (35 boats)

11:METRE (Nationals) — 1) *Headhunter.net*, Ben Wells, 6 points; 2) *Red Bull*, Tim Wells, 8; 3) *Habanero*, Tom Dinkel, 14. (6 boats)

EXPRESS 27 — 1) *Swamp Donkey*, Scott Sellers, 7 points; 2) *Bessie Jay*, Brad Whitaker, 16; 3) *El Raton*, Ray Lotto, 20; 4) #107, Eric Deeds, 25; 5) *Baffett*, Forest Baskett/Tom Baffico, 26; 6) *Simba*, Jon Shinn, 30; 7) *Dianne*, Steve Katzman, 34; 8) *Peaches*, John Rivlin, 38. (17 boats)

MELGES 24 — 1) *USA 3*, Dave Ullman, 9 points; 2) *Not the Family Buick*, Mike Stone/Charlie Ogletree, 14; 3) *Rock n' Roll*, Argyle Campbell, 16;



Starboard! From this angle, it's hard to tell if 'Groovederci' will cross 'Blue Chip'.

Mt. Gay Rum, Hall Spars and Rigging, High Sierra Sport Company, Lewmar, North Sails, Samuel Adams, and Sunsail. Compete results can be found at www.sailingworld.com.

— latitude/rkm

4) *Monsoon*, Bruce Ayres, 18; 5) *Glock 9*, Tim Duffy, 21; 6) *Pegasus 24-3*, Philippe Kahn, 28; 7) *Sharks Never Sleep*, Rick Rajewski, 30; 8) *Gayle Force*, Drew Phillips, 33; 9) *Where's Bob?*, Bob Tennant, 36. (20 boats)

J/24 — 1) *Blunderbuss*, Carl Smit, 6 points; 2) *Blue J*, Brian Mullen, 10; 3) *Nixon Was Cool*, David Wiard, 18; 4) *Tiburon Soccer Mom*, Stephanie Wondolleck, 20. (9 boats)

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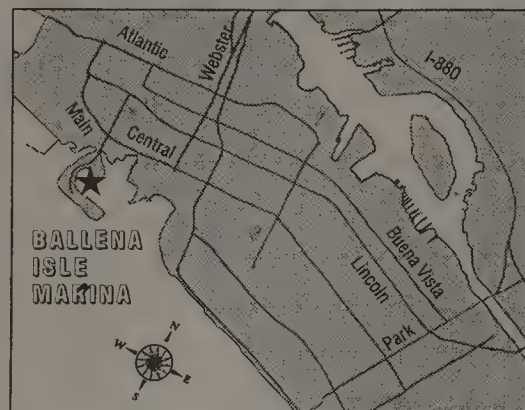
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BAJA HA-HA VIII PROFILES, PT II

As in years past, participants in this year's Baja Ha-Ha rally (October 28 - November 10) hail from all along the West Coast. Their ranks are composed of retirees realizing long-held dreams, dot.comers who bailed out before the crash, working stiffs on sabbatical and families yearning for extended quality time. Some common denominators they share seem to be a thirst for adventure, clean air, blue water and new friendships.

If you feel a bit envious of their newfound freedom, take comfort in the knowledge that they too once stood on



Manuela and Steve will help Captain Joe of 'Music' realize his long-held dream.

the sidelines, anxiously awaiting their turn to cut loose — and consequently receive their 15 minutes of fame in these pages.

As they head out to sea — more often than not on loosely-defined, open-ended voyages — we wish them fair winds, fine sailing and buckets of fun. (Entries are presented here in no particular order.)

Essence — Hunter 37.5

Walt & Dee Turner, Portland

Walt, a retired firefighter, and Dee, a retired cardiac nurse, have been sailing together for the last 10 years. Having had "so much fun crewing in the '97 and '00 Ha-Ha's," they decided to retire and "go for the fun all the time." The couple acquired their Hunter 37.5 four years ago, and have been cruising her in the Pacific Northwest ever since. "We love everything about her — particularly the spacious aft cabin bed, which we call 'the play room'."

Helping them crew will be Kara, their

Jack Russell terrier, as well as Carson Linker and Scott Sabin. "We're all looking forward to another great Ha-Ha, in which we'll meet many new cruising friends, have great parties, and enjoy wonderful sailing. We'll also be happy to help out in any way we can." That's the Ha-Ha spirit! Walt and Dee plan to cruise indefinitely after the Ha-Ha.

Music — Beneteau 40CC

Joe Scirica, Redondo Beach

A former software exec., Joe decided a few years ago that the workaday world was overrated, so he packed it in and ordered this Oceanis 40CC directly from the Beneteau factory, taking delivery of her last winter. At this writing, he's sold his house, liquidated his possessions and moved aboard: "I'm off for an extended cruise, hopefully around the world, with no schedule or time frame."

Reeling from the cost of fitting out his boat for a circumnavigation, Joe actually took a job at West Marine to get the employee discounts: "So far, I've saved about three times more than I've made in salary!"

Joe is *Music's* only permanent crew member, but a pair of experienced blue water sailors, Steve Hehn and Manuela Tulle, will come along on the inaugural leg to the Cape.

New Focus — Catana 471 Cat

Paul & Karen Biery, Livermore

As of the time they sent in their entry, Paul and Karen had owned their cat a total of 11 days. Her previous Northern California owners bought her new in France and sailed her to Hawaii.

Paul, the president of a plastics company, says he's doing the Ha-Ha "to prove once again that my wife — who says I'm crazy — is always right." An ex-powerboater who's previously done a 10-day cruise in Mexico, Biery says he hopes to arrive in Cabo "gas free." He says his boat has a helicopter landing pad, but it's on the bottom of the bridgedeck and only usable when the cat is flipped. He hopes he won't have to use it.

Aristos — Valiant 40

Dave Dalton & Susan Faerber, National City

Dave, a lab manager, and Susan, who does cancer research, have owned their Valiant for 18 years. They're taking a year off to cruise Mexico, and will have one of the fullest boats in the Ha-Ha, as in addition to children Merlot, 13, and

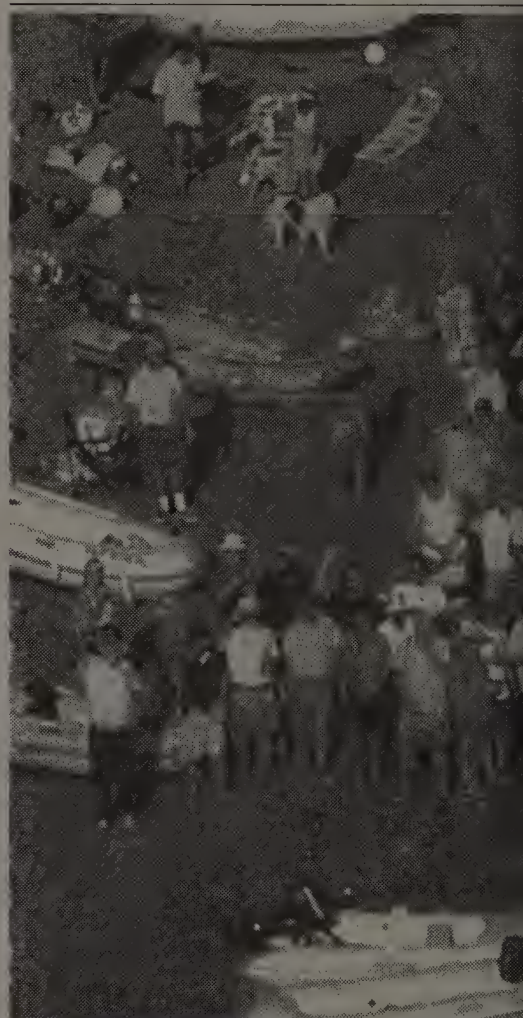
Cameron, 10, they'll have four other crew. And that doesn't even count Bette, the family watch dog.

"After years of planning our escape, the boat is ready and our kids are as excited about spending a year in Mexico as we are. Hopefully we'll meet up with other cruising boats with children. Hopefully this will be just the first of many cruises for us — if the kids don't mind sharing the V-berth." Dave and Susan are veterans of a sail to Hawaii and other offshore adventures.

Glass Slipper — Catalina 34

Robert & Judy Wood, Folsom

"This is our third attempt to enter the Ha-Ha," reports Robert, a manager. "The other times we had boat or health problems." Robert and Judy have both been sailing for 50 years, have owned 10 boats, and have owned *Glass Slipper* for 10 years. Robert has more than a little ocean experience, having sailed from Puerto Rico to Barcelona, Jamaica to Caracas, and Long Beach to Acapulco. The Woods plan to cruise Mexico for the winter season, and perhaps leave their



— SOUTHBOUND GETAWAY



In addition to his wife, Susan, Captain Dave of 'Aristos' will have Merlot and Cameron, as crew.

boat in mañanaland for the summer.

Sirocco — Morgan Out-Island 41 Greg Retkowski, Green Cove Springs, FL

Upon graduating from high school 10 years ago, Greg, now 27, decided to join the Army. A truck mechanic stationed in Hawaii, he also served in Haiti, but found the most rewarding part of the service was . . . delivering pizzas! "True joy in work is not so much what you do, but what you do with it."

After returning to his home in Lauderdale, he resumed school and got a job

working at an Internet Service Provider before most people knew what the Internet was. Once again, he learned the most not at school, and headed west to become an Internet wizard and start sailing the Bay on a Catalina 22 — often singlehanded. About a year ago, he bought *Sirocco*, one of the three Morgan Out-Island 41s in this year's Ha-Ha, and has been fixing

her up to sail back to Lauderdale.

The last six months have been interesting for Greg. First, the girl he'd been planning to cruise with decided that their "lives were taking different paths, but decided to wait until I was about to lose my job to dump me." Without a job, house, girlfriend, house cat or future, Greg decided to forget moping and find some liked-minded folks to see the world with. He met crewmembers Chris, another dot.com refugee, and Mona, a massage therapist, at a rave in San Francisco. The logical next step was to go cruising. Jason, his other crewmember and a former EMT, was found via the Internet. Average age of the crew?

Twenty-five years old. In fact, they're all barely older than the boat!

The Great Escape — Catalina 400 Duey & Nan Englehardt, Moss Landing

Duey, a retired Navy pilot, and Nan, a retired AT&T project manager, report



Can Captain Duey really play that thing? Jan and the rest of the crew all have their opinions.

that the Ha-Ha is "the first leg of a life-long aspiration. We're ready, the boat is ready, but is the crew ready?" If nothing else, Duey, a veteran of six TransPacs, should be. The couple bought *Great Escape*, which had done the '99 Ha-Ha under previous ownership, six months ago.

Apparently Duey and his crew have very different perceptions of *Great Escape's* skipper. Duey himself, for example, is proud of having never lost a ship at sea. He says he can navigate with just the sun, the moon and the stars, that he's doing the adventure to see the rest of the world, and that he wants to sign up for the Baja Band because he's pretty good with bluegrass and oldies. His crew, on the other hand, note that he hasn't mentioned losing boats on rivers, lakes and bays, that he gets lost on the way to the market and seems to be in a fog on even the clearest days, that he'll do anything to get out of mowing the lawn, and that nobody is going to mistake him for Jimmy Buffet. In other words, it should be a happy group sailing south on the *Great Escape*.

Desire — Islander 32 Heather Myles, Marina del Rey

Heather's poster proclaims her "The honky tonkiest gal in country music."

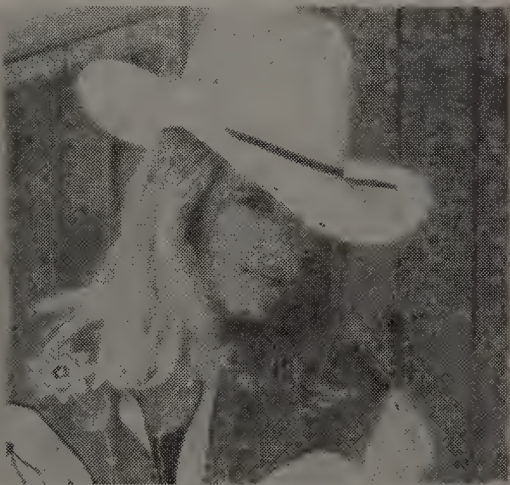


LATITUDE ARCHIVES

BAJA HA-HA VIII PROFILES, PT II

and her entry application included a copy of her latest CD — which features a duet with Merle Haggard. She's a real pro, and we hope we'll be able to coax her into singing during the Ha-Ha.

"I'm a singer-songwriter and have written many tunes inspired by sailing. In fact, while the wheels keep burning



If you hear sweet country crooning floating on the breeze, 'Desire' is probably up wind of you.

down the highway to my next show, I often dream of sailing my boat to Cabo. I try to keep my Perry-designed Islander 32 simple, which means tiller steering, no fridge, no watermaker and no radar. But I just installed a roller furling headsail I picked up from Minney's. I also managed to sew a dodger using the old one as a pattern. I'm no upholsterer, but it works.

"I'm no racer and I don't belong to a yacht club. I'm just chasing rainbows with the help of the wind. My crew will be Sandy Desoto and Marlene Protor."

Wild Cat — F/P 46 Cat

Frank & Tina Waters, Newport Beach

Frank and Tina have been sailing and traveling together for 22 years, and have been married for the last 12 years. Frank is 39, and although he has been a practicing attorney in California for 14 years, he also holds a 100-ton license. And he's now ready to spend the second part of his life doing what he loves best: being 'Capt. Frank' and running Wild Cat as a luxury charter cat in Mexico and the Caribbean.

Tina is ready to wave goodbye to her career as a pharmaceutical rep.

The couple bought their cat in Martinique four years ago, and the adventure of sailing her to Panama and off the coast of Mexico affirmed their belief that the cruising life was the way they'd spend the next chapter of their lives together. Having spent two years refurbishing the boat, they are looking forward to

the new adventure with great anticipation.

Frank and Tina love pristine beaches, cold champagne, listening to Jimmy Buffet, and meeting other cruisers. Tony and Barbara Gagliano will be crew for the Ha-Ha and will periodically visit as the boat continues on. They've been the Waters' best friends and sailing partners for over 20 years.

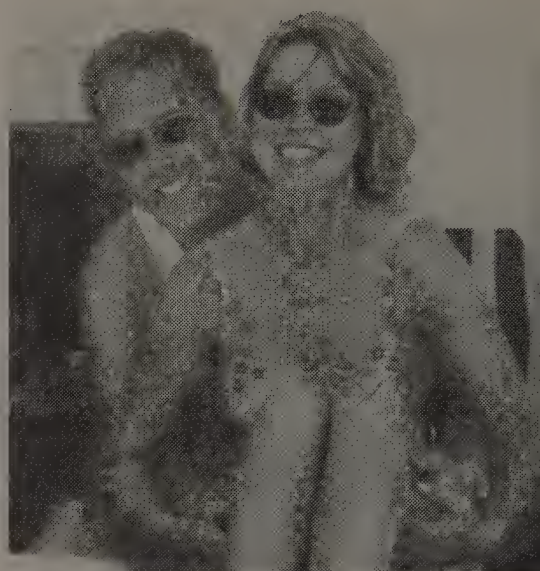
Sailmates II — Stevens 47

Joseph & Robin Ahlering, Alameda

Joe, a store manager for West Marine, and Robin, an operations manager for the same company, started dating on his parents' boat. Four months later they were engaged and began dreaming of buying their own world cruiser, a Bristol 35.5. After living aboard for 18 months, they decided they needed more room — either in the form of a bigger boat or a house. "We thought about it for a couple of days and decided we just couldn't live on land again."

So they bought *Sailmates II*, a Stevens 47 that the previous owner had spent three years getting ready to cruise — but never did. "With so much room and equipment, we really got the itch to pack up and go. It's not what society expects of a couple of 30-year-olds married for just five years, so we thought about it a long time. We asked ourselves why we should put off cruising until retirement. My parents did that, and my father was killed two years before he made it. Why

Meet the 'Wild Cat' crew (L to R): Tony, Barbara, Tina and Frank.



West Marine employees Joe and Robin of 'Sailmates II' will be practicing what they preach.

couldn't we have fun while we were young?

It was only six months ago that we decided we'd take off, and we've had a blast getting the boat ready. It's great to think about hanging out in the sun, visiting new places, and getting to meet a variety of new people. All while our friends are working 60 hours a week to get a bigger house and/or nicer car. Many of our friends think we're crazy, but we think we're doing the smart thing. Even our two dogs seem to be excited. Ultimately, we expect to end up in the Bahamas.

Synergyzer — Ericson 28

John Riley & Larry Weinhoff, S.F.

A product of all the watersports on Minnesota's 1,000 lakes, John studied mechanical engineering at the U. of Minn. With just a quarter of studying left, he dropped out in '81 to move to San Francisco where he worked for 10 years at a fashion accessories company. He quit and returned to the U. of Minn. to finish his engineering degree, after which



— SOUTHBOUND GETAWAY

he moved to Thailand and tried to become a local, but his skin was too white. He moved back to San Francisco, worked for several fashion accessory companies for six years, and got laid off a few months ago, giving him a perfect excuse to do the Ha-Ha.

For the last five years, he used his powerboat more than the sailboat he co-owns, but then a nasty wave outside the Gate cracked the powerboat's hull, allowing him to concentrate on sailing. "While in Mexico, I expect to work on my tan, learn some Spanish, and lose a little weight."

Forty-six year old Larry, "who still struggles with the Peter Pan thing," graduated from Cal and Stanford with degrees in Chemical Engineering, and has spent the last 25 years running his own company. The previous owner of a Catalina 30 and an Ericson 38, Larry is "in the 15th year of my 5-year plan to go cruising. Shit happens." He retired last year and has travelled extensively since then. "I'm currently working on getting the boat ready for Mexico and searching for that special woman who wants to spend six months of the year sailing and six months of the year exploring by land."

Sabbatical — Maple Leaf 48 **Michael Fitzgerald & Sylvia Fox,** **Sacramento**

"Every day cruising, I wake up like a kid going to a great day camp," says Michael. "I ask my wife, 'What are we doing today?'"

Michael and his wife Sylvia share the same professions: both are journalism professors at Sac State, and both also write professionally. In fact, Michael's articles frequently appear in these pages.

Similarly, they both began sailing at age 14. They moved aboard a former boat 11 years ago and have been nurturing the cruising bug ever since. The most unique thing about this pair, though, is that they will actually be drawing paychecks while cruising Mexican waters, as they'll both be on paid sabbaticals — as their boat's name implies. Their son Dustin, a Ha-Ha 2000 vet, will be along as crew.

Mallika — Kettenberg 41 **Cal, Cher & Faith Ares, Jenner**

Cal, a carpenter, and Cher, a nurse, "did quite a bit of cruising during the '80s in the Pacific, Australia, Med and Caribbean." They had planned to resume the cruising life when raising kids got in the

way. "But with our eldest — 15 — now an exchange student in Belgium this year, we're going for it." Their youngest, Faith, 7, will be coming along, so they'll be looking to hook up with other boats with youngsters. After about six months in Mexico, they plan to return to Jenner. Their long and narrow Kettenberg is a South Pacific vet.

Mistress — Swan 53 **Tom Lafleur,** **Rancho Santa Fe**

"It's been a long time since I've taken off just to relax," says Tom, a retired engineering VP in telecommunications. "Mexico is just the place to relax and have some fun sailing, while not having any worries about life in the States. It will also be fun to sail with my brother and sister."

"The boat has an interesting heritage. Her first owner was the CEO of Holland America Steamship Lines, who had her delivered to Seattle. The second owner was a senior executive at Seagate Disk Drive, who kept the boat in Sausalito and used her to win her division in the '98 Big Boat Series. The boat has been on a number of cruises and races, from the cold water of Alaska to Southern California, to dozens of trips to Mexico as far south as Acapulco. After the Ha-Ha, we'll continue on to Mazatlan and then

Michael and Sylvia of 'Sabbatical' will undoubtedly be writing about their upcoming adventures.



Puerto Vallarta. We'll return to San Diego in March — although if the wind is good, we may stay for the Banderas Bay Regatta."

Relax — Custom Crealock 57 **Ron & Beverly Jordan, San Diego** A retired crane operator who has



Don't blink! Oops. The Ares family of 'Mallika' are taking a six-month break from the rat race.

dreamed of cruising the South Pacific for many years, Ron bought the hull for Relax, as well as a container with all of the components, and built the sloop in his and Bev's backyard. Bev is a very successful sales executive. Ron and Relax did the '97 Ha-Ha, and are coming back for more this year.

While at the Tijuana Airport heading for the '99 Sea of Cortez Sailing Week outside of La Paz, Beverly met Karie Horst over a USA Today. Ron and Beverly later introduced Karie to Gary McGaughey, a pilot for United who will retire in March. Karie did the last Ha-Ha aboard Big John Folvig's Andrew's 70 Elysium. But since she and Gary married in June, both of them will join Ron and Beverly on this year's Ha-Ha.

Fearless — Morgan Out-Island 41 **Bruce Hildebrand, Rancho Cordova**

Bruce, retired from hotel management and construction at the not-yet-ripe age of 38, claims to have met his bunkmate Jennifer in Las Vegas on New Year's Eve 2000, "where she was dancing for spare change." The two have been inseparable ever since, having traveled to Mexico, Tahiti, New Zealand, and across the U.S. Jennifer was already an experienced traveler, having backpacked through the

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entire U.S., Europe and beyond.

"I've been arranging my life since '95 to do this," says Bruce. "I finally got my ducks in order early last year, and I've been outfitting the boat ever since the check cleared. Whenever things get tight between Jennifer and me on the boat, I remind her that a guy in Paris made a standing offer — I'm not kidding — to trade 500 camels for her. Jennifer needn't worry, however, as: 1) the Camels wouldn't fit on the boat, 2) there's a terrible exchange rate for self-tailing winches, and 3) she smells better.

Crewing for the couple will be Dean Briggs, who won his division in the '96 Pacific Cup and who may bring along a couple of his spinnakers. After the Ha-Ha, Bruce and Jennifer plan to sail all over the world.

Cassiopeia — Swan 65

Rennie Waxlax & Anne Blunden, S.D.

"We had such a great time on the '99 Ha-Ha, and we were headed to Mexico anyway, so we decided to join up again this year," say Rennie, an airline captain, and Anne, a mechanical engineer. This year, however, we'll be striving not to win



Anne and Rennie will be traveling in style aboard their Swan 65 'Cassiopeia'.

the 'dinghy submariners' award."

The couple have owned assorted small boats, two big ones, and this Swan 65 for the last three years. "We'll be cruising the central coast of Mexico through March, then will sail up into the Sea of Cortez for April and May. We'll do the Baja Bash back to Southern California in late May or early June.

Amakhaya — 65-ft Ferro Schooner

Joseph & Sandra Stephens, Bronx, NY

"We hail from the Bronx — you got a problem with that? — and find the 'Left Coast' to be disconcerting. After all, the

sun comes up over land and sets over the ocean. What's up with that? And we miss the hot and cold weather — and especially the rain.

"Our Amakhaya is a 65-ft schooner that was built 30 years ago and has already been around the world a few times. No shit, cement does float. Originally built and owned by a South African, Amakhaya means 'my home' in Zulu.

"My partner Sandra, a psychotherapist and my wife of 37 year, and I, an electronics store manager and videographer, retired recently. But while traveling through La Paz three years ago, we saw the schooner proudly perched on a drydock at the end of yet another circumnavigation, and it was love at first sight. At least for my wife. As for me, I was all set to die in front of the television at home. Since the boat was all ready to go, had a leather interior and all the goodies, we decided right then and there what to do with our retirement: sail around the world. So we bought her, our first and probably last boat — not counting runabouts on Long Island Sound.

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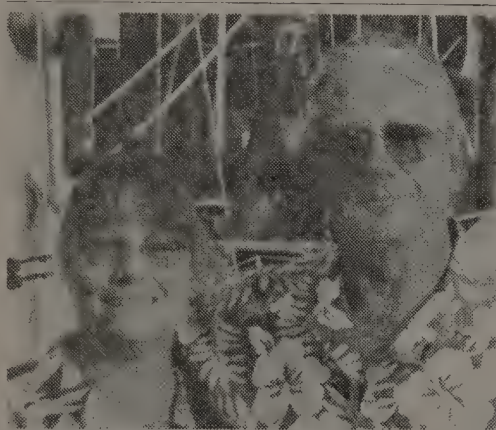
— SOUTHBOUND GETAWAY

"We've done extensive traveling, much of it with two chocolate labs, both as skipper and crew, in the Caribbean and up and down the East Coast, with off-shore experience. We also did the Baja Bash to San Diego in May and are looking forward to heading back south — and then around the world."

Magic Mist — Islander Freeport 36 Richard & Dana Stubberfield, Phoenix, AZ

Richard, who was in international tech sales, came across the Atlantic from his native England aboard the *Queen Elizabeth* at age nine, and remembers standing on the rail and dreaming of owning a boat one day. He grew up in Santa Barbara, where he enjoyed surfing, tennis, basketball and softball. In 1966 he married "his soulmate" Dana, who works in accounting.

"Having worked primarily in the hard disk drive industry, I've been fortunate to spend a lot of time traveling internationally, with an emphasis on Southeast Asia. The last company I worked for was



Dana and Richard of 'Magic Mist' have traveled overseas extensively, but never on their own boat.

in Thailand. We also lived in Barbados in the West Indies for two years, where I got my first taste of sailing from St. Vincent to Bequia and elsewhere. We later moved to San Diego and then Phoenix. I started sailing seriously in '92 with a Victory 21 in Mission Bay, then moving up to a MacGregor 25 for trips to Catalina. In '99, I made the decision to quit for four years and sail Mexico. Dana and I bought *Magic Mist*, and now we're ready for the Ha-Ha. Lynne Stevens, a three-time vet of the Ha-Ha and also the owner of a Freeport 36, recommended the event to us.

Synergy — CT- 35 Cutter James Shiets, Pearl City, HI

After 35 years in the service departments at IBM and Kodak in the Islands, Shiets recently retired. He's sailed Hawaiian waters for 25 years, first in Hobie Cats and other smaller boats, and for the last 15 years aboard his CT-35. "*Synergy* has been the base for dive trips to Molokai and Lanai for the last several years," he says. We'd load her down with four divers, 25 scuba tanks, 300 pounds of ice, lots of other gear and lots of spirits — we had some great times."

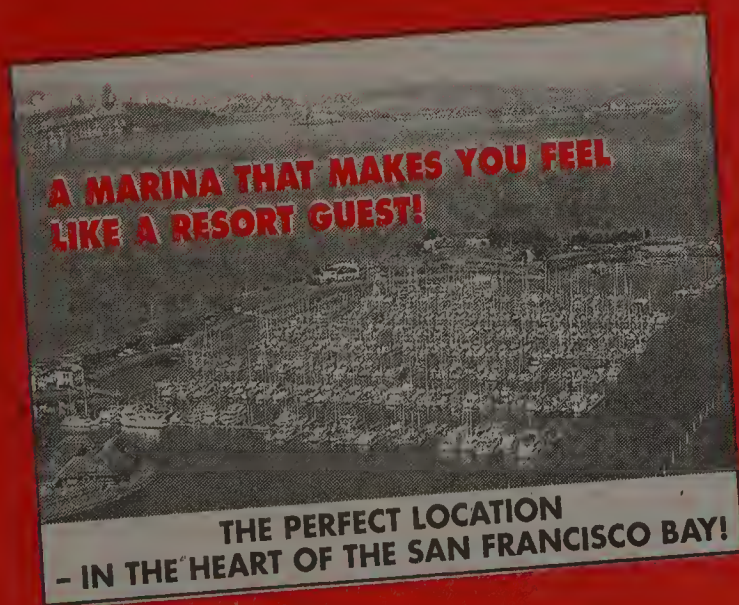
Jim most recently singlehanded from Hawaii to San Francisco, and after the Ha-Ha will be sailing back to Kaneohe Bay, Hawaii.

Linda K — Hunter 34 Garry Dobson, Modesto

I bought my Hunter 17 years ago, joined the Stockton YC, then learned to sail. I was a participant in the '93-'94 *Some Like It Hot Rally* and met a lot of great people. I spent six months in Mexico but only got as far as Puerto Vallarta. I spent way too much time in

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resort areas — my biggest single expense was my bar tab at Squid Roe — and not near enough time anchored off sleepy fishing villages. I hope to make up for that transgression this time. A number of cruisers I met on that first cruise south — including the Schmidts on *Hotel California Too* and John and Sharon aboard *Dionysus* are still out there. The highlight of my first cruise was, believe it or not, singlehanded back to Northern California because it forced me to stop frequently and take in all the spots I had missed on the way down.

A girlfriend and I did the '99 Ha-Ha with Gene and Sheri Seybold aboard *Reflections*. The stops at Turtle Bay and Bahía Santa Maria were a wonderful surprise to me, and I'm looking forward to returning. My brother Larry and good friend Chris will be my crew. While on the Ha-Ha, I'll look forward to watching the Poobah/Wanderer work his magic. Somebody compared his job to herding cats. Keep up the good work, Herr Catmeister!

I'm a real estate broker, and plan to leave my boat in P.V. and commute down for six months before sailing home. I



Mark and Sandi of 'Ku'uipo' are looking forward to many "outrageous days."

came down for the Banderas Bay Regatta in March of 2000 — and know that's an event not to be missed!

Ku'uipo — S&S Swift 40 Mark & Sandi Joiner, Orinda

Both longtime sailors, Mark and Sandi met years ago at the Club Nautique sailing school — Mark was an instructor and Sandi was a student. As the story goes, she made the bold move of asking him out, and well... here they are setting off on an open-ended circumnavigation.

Having dreamed about making this trip for years, they seem to be embarking with a hopeful, upbeat attitude, as they note: "An outrageous day only comes once a day."

Exit Strategy — Hershine 48 M/V Ben Jones & Michelle Yu — S.F.

"At the ripe old age of 31, I decided I was tired of being a tech-whore," says Ben, a self-described International Man of Mystery. "So I decided to do the Ha-Ha that I'd heard so much about. Besides, it will be great to get away from civilization for awhile. I've been around boats most of my life, and view the Ha-Ha as a chance to try out all the new gear I bought — and hopefully installed correctly."

'Admiral' Michelle, a graphics designer, will also be along, as will Mojo and Champ, the couple's two young cats.

"We've owned this motoryacht for almost a year now, and have traveled as far north as Tomales Bay and as far south as Morro Bay. I suppose sailing purists will laugh at our ride, but we have

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air-conditioning and can make great margaritas, so we hope they won't hold it against us. We're looking forward to making tons of new friends and having great adventures."

Still Searching — Beneteau 440 Ray & Rich Mullinax, Martinez

We know many dads are generous with their sons, but Ray is setting quite a precedent. After he and his son, Rich, reach Cabo, dad will fly home and let his son continue cruising Mexico with his buddies — such a deal!

The arrangement came about after Rich came back from crewing on last year's event and regaled his dad with fun-filled tales. An addition to the master plan is that mom, Rose, will join Ray in Cabo for a shoreside vacation.

Rounding out *Still Searching's* crew on the Baja run will be Dale Anderson, Rob Cline and Victor Beltrain.

Delia — Island Packet 380 Joe & Michelle Bayliss, Seattle

"Although I've been around the ocean



Joe and Michelle of 'Delia' just got the sailing bug two years ago.

most of my life, it wasn't until two years ago that my wife Michelle and I really got bit by the sailing bug," reports Joe, who is on the sunny side of 40. "In the last two years we have completed a series of sailing lessons at OCSC in Berkeley, gone on three separate bareboat charters in the British Virgins, and most recently completed an 18-day sailing expedition — as students — along the coast from Tromso, Norway, to Gothenberg, Sweden.

Earlier this year we decided to pur-

sue our passion for sailing, so I resigned from a 20-year career in the radio business, as did Michelle from a career in television sales. We sold our Bay Area house and bought our first boat, which we now live aboard full time. We set our sights on the Ha-Ha as the beginning of our cruising adventure, and can't wait for the start. After the Ha-Ha, we plan to cruise indefinitely.

Quantum — Beneteau 405 Frances McAbee, Alameda

Over the years, there have been a number of lady skippers on the Ha-Ha, and this year Frances, an R.N., will join their ranks. With no set plans, she anticipates spending at least the winter in Mexico, perhaps longer.

Having learned to sail over 20 years ago, she has few trepidations about making the 760-mile run to Cabo. "My biggest concern," she says, "is keeping my cat, Jezabel, safe and out of the water."

Assisting with cat watching, as well as crewing, will be "tactician" Russell Shraff, Richard DesMarais, Steve Feikert, Claudia Griggs and Ann Weinzierl.

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Marna Lynn — Wauquiez 47 Joe Brandt & Jacque Martin, Alameda

Joe is one of many Ha-Ha'ers who made his living in the computer biz before retiring. But in stark contrast to the current dot.com trend, he spent 32 years at the same firm. His wife, Jacque, leaves a career as a psychologist to take up the cruising life, and we wouldn't be surprised if her counseling skills were put to good use with other cruising couples she meets, as they struggle to adjust to life on the sea without the comforts of home.

Having sailed Bay waters with local sailing clubs, Joe and Jacque graduated to overseas charter trips in Greece, Mexico, Florida and Tahiti—it was there that they resolved to make a life change. "We decided then and there to retire early and go cruising."

Also along on the southbound run will be Ron Franck, as well as Jacque's dad, Col. T.I. Martin. At 87, the Colonel is an active member of the crew, the premier fisherman and the most experienced ocean traveler of the lot, having served on three different battleships during the



Joe and Jacque of 'Marna Lynn' nurtured the cruising bug with bareboat charters in exotic locales.

Korean War.

Silhouette — Cabo Rico 38 The Wulzen Family, San Anselmo

Nine-year-old Brian probably doesn't realize how lucky he is to be setting sail with his parents, Alan and Caroline, on an open-ended cruise. Talk about quality time!

"Our boat is well-built, well prepared, well stocked, and we're ready to leave the power grid," say Alan and Caroline. Both have closed their businesses (in art supply and health care consulting, respectively) to follow this road less traveled.

After a season in Mexico and a stint exploring Central America, they expect to head out to the South Pacific. Two anticipated landfalls there are Tonga, where Caroline once worked as a Peace Corps volunteer, and Noumea, where Alan began an instructional sailing leg aboard the *Alaska Eagle* en route to Sydney.

Circe II — Hunter 450 Donald Engle, Berkeley

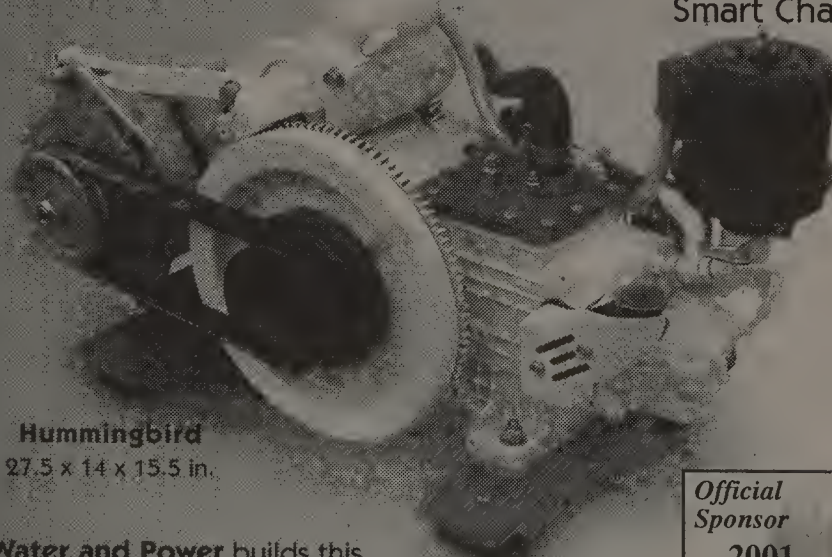
"For me, the Ha-Ha is not just a sailing trip to Mexico," says Don. It is the first leg of a return trip to Barbados, where I lived and worked 26 years ago."

A retired dentist, Don spent four years there with Project Hope. Not only did he fall in love with the islands and a local woman who later eventually became his wife, but it was in those turquoise waters that he learned to sail, fulfilling a lifelong dream.

In a way Don will be 'coming full circle' on the Baja trip, as his brother Adam will be along as crew. Years ago, Adam crewed on a passage across the Indian ocean, and Don recalls that the letters

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his brother sent home, fueled Don's own dreams of blue water voyaging — especially since he was spending the winter in subzero Michigan at the time.

Also slated to crew until Cabo are Frank Magnotta and Darryell Mounts.

Ocean Child — Crealock 44

Bob & Kathy Schiffner, Sausalito

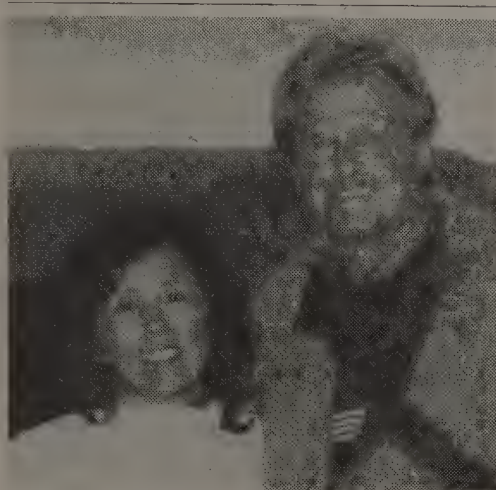
This has been a year of monumental changes for Bob and Kathy. Not only did they "finally" get married in April, but now they're setting off on their first extended voyage together.

A retired physician and nurse, respectively, Bob and Kathy have sailed extensively in the Bay and Delta area since the early '80s. They'll make the run down the cape as a duo, but will no doubt have lots of visitors while cruising Mexico in the coming months. After all, they have six children and six grandchildren between them.

Cappuccino — Ericson 38

Donald & Mary Lou Oliver, San Ramon

"I always said Don married me for my



Bay sailors Bob and Kathy of 'Ocean Child' are bound for bold new adventures.

boat," recalls Mary Lou. Actually, when they met years ago they both owned their own boats, but Mary Lou's was floating and Don's was lying on the bottom of a Michigan lake. "Two children and one grandchild later," she adds, "we're still sailing together.

After almost 35 years of racing together, the duo decided it was "time for a new direction." Much debate and boat searching eventually led them to this "tired and neglected" Ericson 38, which they fitted out to meet their needs. Now

retired, Don, a former research scientist, and Mary Lou, a former mayor of San Ramon, gave us few details of their post-Ha-Ha cruising plans, but they'll begin the event in high spirits: the October 28 start date marks their 34th wedding anniversary.

Lady B — Norseman 447

Helmut & Mary Draxl, Sausalito

Perhaps Helmut and Mary should have named their boat 'Déjà Vu', since they will undoubtedly be experiencing a lot of flashbacks in the coming months. You see, two decades ago they cruised extensively for a six-year period, much of that time raising a newborn daughter. Having had that experience long before the cruiser phenomenon gained its current momentum — and long before GPS, SailMail and other high-tech comforts — we'd love to hear their impressions a year from now.

Aboard this acclaimed Bob Perry-designed racer/cruiser, Helmut and Mary plan to spend some time exploring Mexican waters, then eventually follow the setting sun to new South Pacific adventures.

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Loncia — Baba 40

Brent & Jill Peterson, Bainbridge Is.

Now here's a quotable quote a lot of would-be Ha-Haers can relate to: "We've been outfitting this boat for so many years, it's almost time to replace stuff we installed 10 years ago. It's time to go!"

With their son now in college, "pursuing his own dreams," Brent, a school administrator, and Jill, an ICU nurse, have finally reached their window of opportunity for fulfilling their cruising fantasies. As a goodbye gesture to the Pacific Northwest, they did a 'trophy lap' around Vancouver Island earlier this summer before heading down the coast.

As they cruise Mexico and on to the South Pacific, they look forward to celebrating their upcoming 30th wedding anniversary as well as both of their 50th birthdays "in a warm, exotic location." We congratulate them in advance.

Lady Galadriel — Crealock 37

Dennis & Lisa Schofield, Rdwd City

"Our boat looks like 'Grapes of Wrath goes sailing'," say Dennis and Lisa, while detailing all their go-slow gear. But having jerry jugs and a liferaft lashed on deck



After many years of preparation, Brent and Jill of 'Loncia' are f-i-n-a-l-l-y getting underway.

and a "jungle gym with radar" across the transom is nothing new in the Ha-Ha. It's just part of the 'cruisy' look.

Lady Galadriel may seem like an unusual boat name, but what's even more remarkable is that as Dennis and Lisa searched for their dream boat over a three-year period, they intended to rename whatever boat they ultimately chose *Lady Galadriel*. Then one day, there she was — no re-naming necessary.

Dennis leaves a 36-year career as an aircraft mechanic, while Lisa says goodbye to her role as a financial advisor in order to pursue their open-ended

cruise. They expect to cross the Pacific with the Puddle Jump fleet in the spring then "continue westward."

Back in the early '80s — long before he met Lisa — Dennis was already pipedreaming about sailing around the world, primarily so he could scuba dive in exotic locations. Four years later his passion for scuba had grown, he'd met Lisa and both had become scuba instructors. They were married in '96, vowing also to soon turn their cruising fantasies into reality.

Southern Run — Wacqueiz 43

Robert & Patricia Clark, S.D.

Talk about a well-named boat! *Southern Run* is fresh out of the box — launched just last January — and was fitted out by the manufacturer specifically for this southbound voyage.

"We ended up with our dream boat because the quality used boat market proved so limited in selection and prices seemed too high." As a result, they now have exactly what they wanted: "leading-edge design and construction, plus amenities galore!" Yes, even a washer/dryer.

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— SOUTHBOUND GETAWAY

Robert, a real estate broker, and Patricia, a psychiatrist, plan to cruise the Sea of Cortez during the winter and return home in the spring. An old friend, Manfred Ploetz, will serve as Ha-Ha crew.

Compañia — Tayana 42 John & Susan Pazera, S.F.

"Goodbye to the rat race," say John and Susan, "and hello to a new way of life that will challenge and reward us in ways we can't even imagine yet."

Corruptible as the Ha-Ha Rally Committee is, we wouldn't be surprised if its members happen to drop by *Compañia* around cocktail time. After all, they know that Bob used to work for a large wine wholesaler and both he and Kathy have acquired sophisticated palates.

In addition to the ship's cat Roscoe, the "Sultan of Fur," John and Susan's best friends, Rod and Pat Mahaffey, will be along to stand watches and share in the fun. Afterwards, the Pazeras plan to spend several years cruising Mexico and Central America before transiting the Canal and exploring the Caribbean.

Part of their inspiration comes from the words of a cruiser they met in the



John and Susan of 'Compañia' say, "Goodbye to the rat race."

Sea of Cortez last year while they were on charter there: "You'll never have enough money, equipment or experience — you just have to go."

Felicità — J/120

David Shames, San Francisco

There are a variety of late-model boats in the Ha-Ha this year, but *Felicità* may well be the newest of all. According to David's entry forms, she was launched on July 15th of this year.

He describes the winter day in '98 when his life changed radically: "I wandered into the Olympic Circle Sailing

Club one wet Sunday afternoon in January 1998 and *bingo!* — I was hooked. Within a few months the great OCSC staff pumped into me enough knowledge and competence that I went out and purchased my first boat."

He soon upgraded to a J/105, then nine months ago ordered this J/120, equipped for cruising. *Felicità* will cruise Mexican waters at least until spring. Michael Vaughan and Mark Rudow will complete her Ha-Ha crew roster.

Rubicon — Westsail 42

Howard Coberly, San Deigo

"You can only read about this for so long. . ." says Howard, now retired from an automotive business. After reaching the cape, he and significant other/1st mate Linda Miller, plan to poke around Mexico until June, then grapple with the decision to go east or west. "Who knows?"

"We're a motley crew that craves adventure over 'work-a-holism', golf and watching re-runs," explains Howard. The others are his adult son Aaron, Linda's brother Robert and navigator Tim Barbee.

We don't know who came up with the

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BAJA HA-HA VIII

boat's name, but we assume its significance is borrowed from history: Julius Caesar and his army crossed the Italian river by that name in 49 B.C., which began a civil war. Ever since, 'rubicon' has indicated an action that "permits no return and typically results in irrevocable commitment." Whew! Heavy stuff.

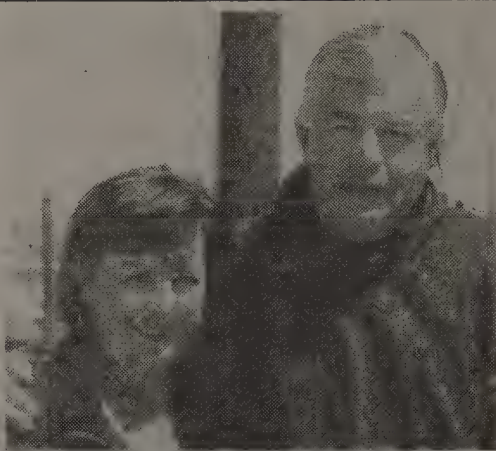
Seasilk — Hylas 46

Ed & Becky Scripps, Los Altos

We'd better be careful that we don't slander Ed, he's a retired newspaper publisher, while Becky left a career as an operations director. Both are longtime sailors, and Ed's been around boats since he was a kid. At age 13 he built his first 12-ft kit boat, then worked his way up to a Santana 22 in the mid-'70s.

Work and a busy lifestyle got in the way of his hobby, though, until Becky came into his life in the early '90s. Together they began sailing a lot, initially on other people's boats — "a very-cost-effective way of enjoying the sport."

Later, about the same time they got married, they "decided to go the non-cost-effective route" and buy this lovely Hylas 46. They now measure their sub-



Ed and Becky of 'Seasilk' are now pursuing the "non-cost-effective" approach to boating.

stantial preparatory expenditures in "boat units." (One 'unit' equals \$1,000.)

Rounding out the Seasilk crew will be Ed's son, Jim, as well as Jim and Jane Fleming.

Crazy Horse — Jeanneau 52.2

Terry Linderorth, San Diego

Terry, an architect, didn't give us much detail on either his background or his post-Ha-Ha plans, but we do know that he expects the event will give him a "10-day smile."

Terry began sailing only two years ago, but apparently he r-e-a-l-l-y took a liking to it, as he purchased this beautiful Farr-designed racer/cruiser last spring. We've got to admire that kind of spunk.

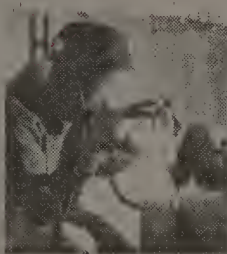
Another aspect of Terry's entry that we wholeheartedly approve of is the fact that he's bringing along a whole passel of friends. No doubt he subscribes to the 'more the merrier' school of thought, just as we do. Not all Ha-Ha'ers agree, though. In fact, many boats are double-handed, mom-and-pop efforts. That's fine, but when they arrive at the event's two rest stops, some are so exhausted that they spend all their time catching up on their sleep, while the 'more the merrier' crowd is burning up the dance floor.

With that in mind, we expect to see Terry's pals, Peter and Chris Winslow, David and Tammy Forte and Craig Linderorth leading the barefoot conga line at both Turtle Bay and Bahia Santa Maria.

Okay, enough already. We'll stop here, lest we give you a case of cruiser overload! But don't miss our third and final installment of Ha-Ha profiles in the November issue. A complete Ha-Ha wrap-up will appear in December.

— latitude

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November

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December

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Mexican Posada and The Spirit of Christmas
Christmas Boat Lighting Contest
Christmas Day / Dinner and Music Party
New year's Eve / Dinner and Music Party

January

Cruiser to El Quiote
Chili Cook - Off
Super Bowl Sunday
Three Kings Day - Poor Children Help
Cruiser's Tours to Copala and Concordia

February

Cruiser's Tours to Merchant Marine Academy
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A BEGINNER'S GUIDE

SailMail developer Jim Corenman will pick up here where he left off last month, discussing additional issues relating to the use of this popular HF radio email system aboard cruising boats.

Sending a message.

Airmail is basically a simple email software program for the radio. To send a message just put the email address into the "To" box (or pick it from the address-book) and type the message. You'll then need to connect to one of the SailMail stations. Open Airmail's "Terminal Window," and pick one of the nearest stations. If you have a remote-control cable hooked up (either a PTC-II/pro or a separate COM-port connection to the radio) then Airmail will take care of setting the radio as you select a station and frequency. The current station lineup is:

WRD719	Palo Alto, CA, USA
KZN508	Rock Hill, SC, USA
VZX1	NSW, Australia
KUZ533	Honolulu, HI, USA
RC01	Pretoria, SA
WHV382	Friday Harbor, WA, USA
XJN714	Lunenburg, NS, Canada
V8V2222	Brunei, Darussalam
WHV681	San Luis Obispo, CA, USA

Each station can connect to only one user at a time, and scans a half-dozen frequencies when it is not busy. If you hear the characteristic "chirp chirp" of the station, then either wait for the connection to finish, or try a different station.

Except for WRD719 (which has a second transmitter on 13986 kHz), it does not do any good to try to connect on another frequency if the station is busy. In fact, it is extremely inconsiderate to try

to connect if the station is busy, for not only will it be futile, but your interference will slow down the other connection so that it takes longer to finish. It is the digital equivalent of trying to shout over an occupied radio channel. If it's busy, then be nice and wait your turn.

This is radio, and depending on the distance to the station, only certain combinations of times and frequencies will work. Shorter distances mean lower frequencies, and longer distances require higher frequencies in the late afternoon/evening or lower frequencies at night. If you are a thousand miles or less from a station then you can connect pretty much any time, using 10 megs in the day time and 5 or 7 at night, and 2 megs if you are really close. For longer distances, try 13 or 18 in the afternoon and evening or 7 or 10 at night. The shorter the link and the stronger the signal, the faster the messages will go. There is no upper limit on distance, but beyond 3 or 4,000 miles connecting gets increasingly difficult and it may not work every day.

Notes on usage. The SailMail stations are a limited resource, shared by all users. The technology is great, but it is still radio and the speed is glacially slow compared to your DSL line or even a telephone modem at home. SailMail handles text only, no file attachments and no pictures — save those for the cyber cafe. It only takes a few minutes to send 3 to 4 emails, but if someone queues up a long string of messages and connects at an



RC01
Pretoria, South Africa

inappropriate time of day with a very slow link then it can tie the station up for hours. Since the stations handle one user at a time, this is unfair to everyone. The agreement you make with SailMail is for an average use of 10 minutes a day. More on some days and less on others is no problem, and the system monitors for excessive use. There is plenty of time to send and receive a half-dozen or more emails a day, but there is not enough to send a personalized copy of your travelogue to each of a hundred friends, nor can you simply forward the millions of junk messages you get every day to your SailMail address.

What do you do about junk email?

Simple, don't ask for any. There are

OTHER OFFSHORE EMAIL CHOICES

SailMail isn't the only way to stay in touch, just one of the best. Folks with general-class (or higher) Ham licenses have access to the Winlink Ham radio email system (www.winlink.org/wl2k). This is a network of stations which send and receive email worldwide.

The Winlink system can handle file attachments, but because of the same limitation of link speed, this is of limited usefulness. The same Airmail software and Pactor-2 modems are used, and many folks with ham licenses use both SailMail and the Ham system. There is no charge for Ham radio email, but there are some limitations which apply to Ham email as well as other Ham communica-

tions. Business messages are prohibited, local licenses are required for many countries (usually issued on a reciprocal basis), and third-party (non-Ham) messages are prohibited from many countries. SailMail operates under the vessel's marine license and these limitations do not apply.

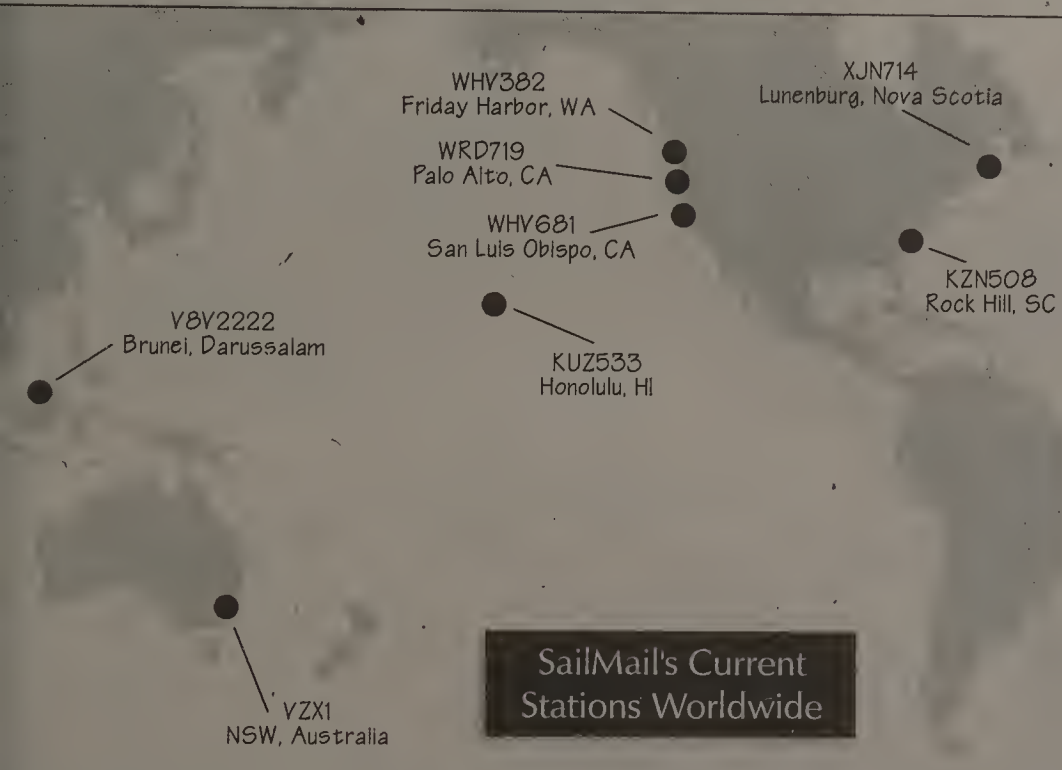
There are a number of commercial options for email, as well as satellite telephone systems which also provide email service. Globe Wireless offers commercial radio email service worldwide using their own (non-compatible) modems, for costs that range upwards from \$2-3 per 1000 characters. Inmarsat-C offers email service worldwide, as well as free high-

seas weather and direct access to the maritime safety system. (Sat-C is part of the GMDSS safety system.) The catch is cost: email via Sat-C costs \$6-7 per 1000 characters.

There are a number of satellite phone systems which can also do email (in addition to providing plain old telephone service). Inmarsat-M or mini-M can provide a 2400 baud data channel, at a cost of \$2-4 per minute. It takes 2-3 minutes to establish the connection and check email, so we've been told to figure \$5-10 per connection. (The sat-phone companies took their pricing models from the cellular companies, so it is impossible to quote dollar figures with any accuracy. These numbers are *very* rough guides.)

Globalstar phones can also handle Internet connections at 9600 baud, and

— TO SAILMAIL, PART II



two kinds of junk email: the commercial SPAM email which offers to take care of every financial and sexual problem imaginable, and the jokes and virus-alerts sent by well-meaning but misguided friends.

The thing to remember about SPAMers is that they don't send email randomly. They get your email address from somewhere. If you maintain a Web site with your cruising newsletters, do not allow your SailMail email address to be visible on the Web site. If it is, it will end up on SPAM mailing lists. Before you joined the SailMail Association, there was never a single SPAM email sent to your SailMail address, and the SailMail Association never releases any member's mail address to anyone. If SPAM starts,

work well. The cost is in the \$1-2 range. The drawback is limited range. Globalstar is essentially a coastal system. The satellite has to be able to see both the Globalstar earth station and your phone, and since the satellites are in a low orbit, that means service only to a few hundred miles offshore, from wherever they have an earth station.

The Iridium system, once dead and now risen from the ashes, promises to provide a direct Internet connection "real soon now." The last we heard (in July) was a promise for October. The Iridium system is more or less worldwide, and bounces data packets from satellite to satellite like a soccer ball to extend the range from the earth station. If they can get the data link working, then this might be a reasonable option for offshore sail-

it's because of something that you or one of your correspondents has done. If you do get SPAM, don't ever reply — that will just get you on the 'A' list of known, good addresses. Keep your address private. Don't post it on a website, never include it with anything posted to a newsgroup, and never give it to anyone you don't trust. If you are ordering online and have to supply an email address, then use the hotmail address that you got for that purpose.

What about the well-meaning-but-misguided friends? When you give them your SailMail address, explain that this system is very slow and you only want the most important messages — the latest gossip on office romances, and stuff

ors. The cost is in the same ballpark as Globalstar, \$1-2 per minute.

The other option, used by many cruisers as their sole email or in addition to SailMail or another system, is to take advantage of the Internet cafes which seem to be popping up everywhere. The best approach is to maintain an email account at Hotmail or Yahoo or some other free service, and use that when ashore (and when it is necessary to provide an email address to someone who is not trusted to keep it private). These free email accounts tend to get cluttered with SPAM in any case, and Hotmail in particular has done a poor job of keeping email addresses private. But if this account is only used from the cafe, that becomes much less important. A Hotmail account can also be used to fetch mes-

like that. The virus-alert messages which say "forward this to everyone!" does NOT mean you. You are special. SailMail only sends plain-text messages and cannot send a virus, so you are above all that chaos. And jokes, what can we say? Other than the one about Boris and Bill and the 12" red condoms labeled "medium," we can't remember one that we actually thought was funny. You may have to get mean before it stops, because part of the deal with bad jokes is simple payback for sending "Tales from the South Pacific" to your friend's office email address.

And while we're on the topic, a few words on being a good neighbor. Before trying to connect to SailMail, listen first! Make sure that the frequency is actually quiet before trying to connect to the station. And also think about the folks trying to listen to the morning SSB or Ham net. Sending email is no different from voice and a nearby station which is transmitting can cause a lot of radio ruckus in an anchorage. Some days it seems like there are nets going all the time, but do try to avoid them. In a crowded anchorage you may need to coordinate the radio schedules.

What about marinas? If the power-line noise is not too bad, then you may be able to connect to SailMail, but it won't be nearly as good a connection as when you are at anchor. Part of the problem is the forest of nearby masts, but most of it is electrical interference from the power lines or battery chargers on nearby boats. You may need to resort to sneaking around the docks and unplugging your neighbors in order to hear anything on the radio — but try your own boat

sages from SailMail when ashore, and for sending/receiving large messages or file attachments such as digital pictures.

When comparing options, you need to make some assumptions about usage. The average email is 1000-2000 characters, and most SailMail members seem to send and receive 2-4 per day. It adds up, so before committing to anything, sit down and do the numbers based on what you think your usage will be. Sending and receiving 5-10,000 characters per day with SailMail is completely realistic if you are within a couple thousand miles of a station. Figure on fewer characters if you are in the far reaches of the globe. If that is not enough, then you are looking at some pretty significant monthly bills for commercial services. It all depends on your needs and your budget.

A BEGINNER'S GUIDE TO SAILMAIL, PART II

first!

You can also access SailMail from the local Internet cafe, fetching your incoming messages from SailMail's "POP Server." You can either do this from Hotmail or some other web-based email service, or with your own computer if you can get a direct Internet connection. Instructions are provided with the "Welcome to SailMail" message you will get when you sign up.

Cyber cafes are a good way to send

off those digital pictures you have been saving up. (By the way, AT&T's business Internet service has a ton of international access numbers, and a limited-access plan for only \$6/month. It's great for occasional use from far-off places. See www.attglobal.net for more info, and remember that ATT's Worldnet is not worldwide. Go figure.)

Don't forget that you can also use your

computer for receiving weather-fax charts. There are specialized fax decoders available, but the PTC-II makes a terrific DSP-based wefax decoder, using software that is available from the Internet. (See the links on the SailMail Web site's downloads page.) You can also use the PTC-II to receive offshore weather text broadcasts, and you can get text weather bulletins delivered from the Internet via SailMail. See the FAQ section of the SailMail Primer for details.

What if you already have some other radio, or you just don't have the space for the Icom M710 or M710RT?

The next-best choice would be the SEA-235, which is basically a light-duty radio, but does fine with email if the optional (and inexpensive) fan kit is installed. An especially poor choice for email would be the SGC SG-2000, which suffers from a variety of problems. Without a fan kit (\$400 installed) it can only transmit less than half-power continuously. (For voice, with only occasional full-power peaks, this is not a problem, but email can transmit at full power for long periods.)

The SG-2000 is also both very sensitive to RF (radio frequency) interference, and a large source of interference to itself as well as most other electronic equipment on board. SGC maintains that this is an installation problem, and I suppose this is true because it doesn't come up until the radio is installed! This can usually be overcome with extensive external filtering. There is more on this in the SailMail primer. Follow the links under Application Notes.

What about cost?

You need a good radio and a computer anyway, and the modem will cost anywhere from \$700-\$1,300 with cables, depending on which model, where you get it and how much support is included. Installation and troubleshooting will be additional. The SailMail membership costs \$200 per year, with no additional charges for traffic. Usage is limited and you may not be able to get through whenever you want to. Figure on one or two connections per day to send/receive email.

— Jim Corenman

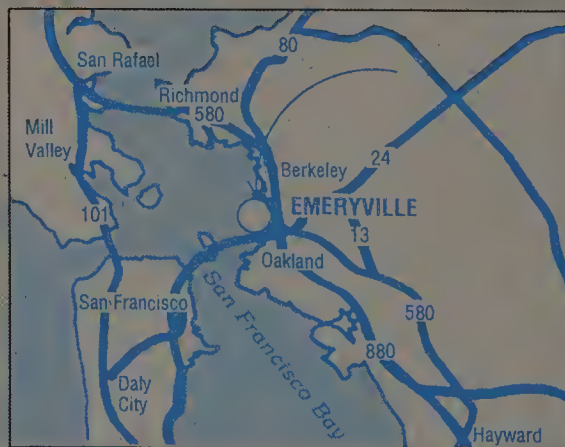
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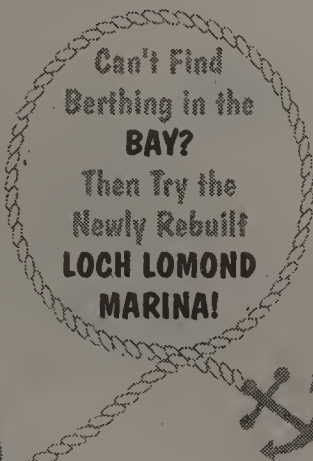
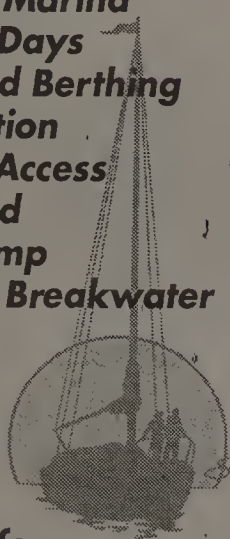


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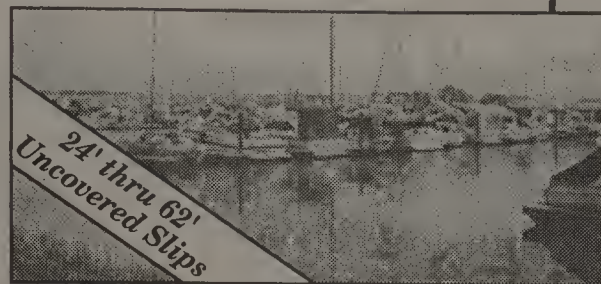
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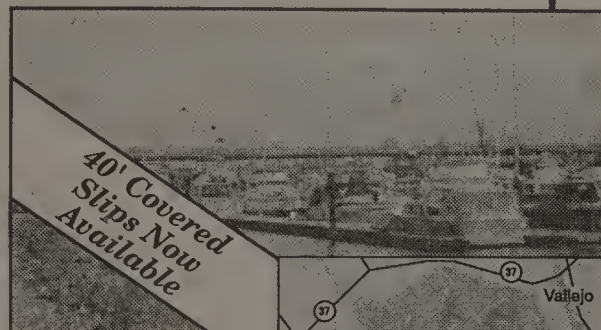
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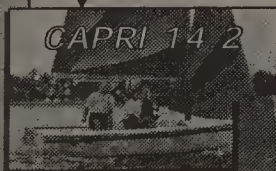
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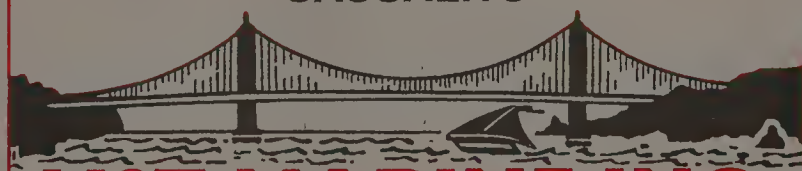
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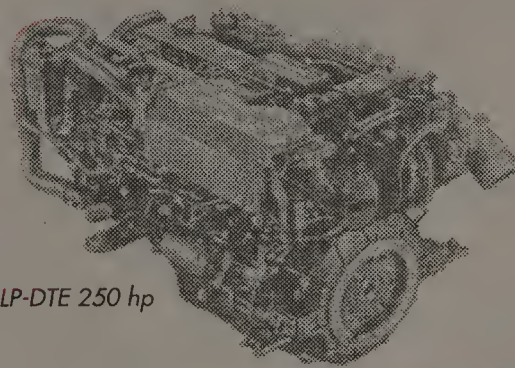
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INTERNATIONAL KNARR CHAMPIONSHIP

The 'Reign of the Danes' continued at the 33rd Annual International Knarr Championship (IKC), held September 1-8 out of San Francisco YC. To no one's surprise, a Danish skipper ran away with the 9-race, 2-throwout regatta — after all, the Danes have dominated the IKCs from the beginning, now winning 27 of the 33 events. It also came as no surprise that the winner was Danish Knarr legend Frank Berg, who won the IKCs for an unprecedented sixth time.

Twelve American skippers, seven Danes (including last year's IKC winner Kim Bruhn-Peterson) and six Norwegians competed in the annual Championship, which rotates every year between the three host countries. This was the twelfth time the IKCs have come to San Francisco Bay, with St. Francis, San Francisco and Corinthian YCs each taking turns hosting the event. This year's



Nothing rotten in Denmark — 2001 IKC champions (from left) Søren Schwennensen, Jens Loppenthin, Frank Berg and Christian Thyssen. Spread, the beauty of Knarrs. (Bob Law photo).

weeklong festivities were held out of Belvedere Cove's elegant San Francisco YC, with racing split between the Cityfront and the Berkeley Circle area.

"The Danes basically gave everyone sailing lessons," claimed regatta chairman Bartz Schneider. "They'd stay out late partying every night, often at Sam's, and still spank everyone on the race course the next day! Berg, particularly,

was in a class by himself."

Berg put the IKC fleet on notice from the get-go, winning the practice race and then going 2,1 on the first day of real racing. Belvedere skipper George Rygg went 1,2 that day to tie Berg, but faded as the regatta wore on. Berg and crew Jens Loppenthin, Søren Schwennensen and Christian Thyssen continued on with scores of 3,1,1,2,10,7 to win the event going away. Previously,

Berg won the IKCs in '86, '87, '88, '97 and '99 — and it would be no exaggeration to say he is the greatest Knarr sailor of all time.

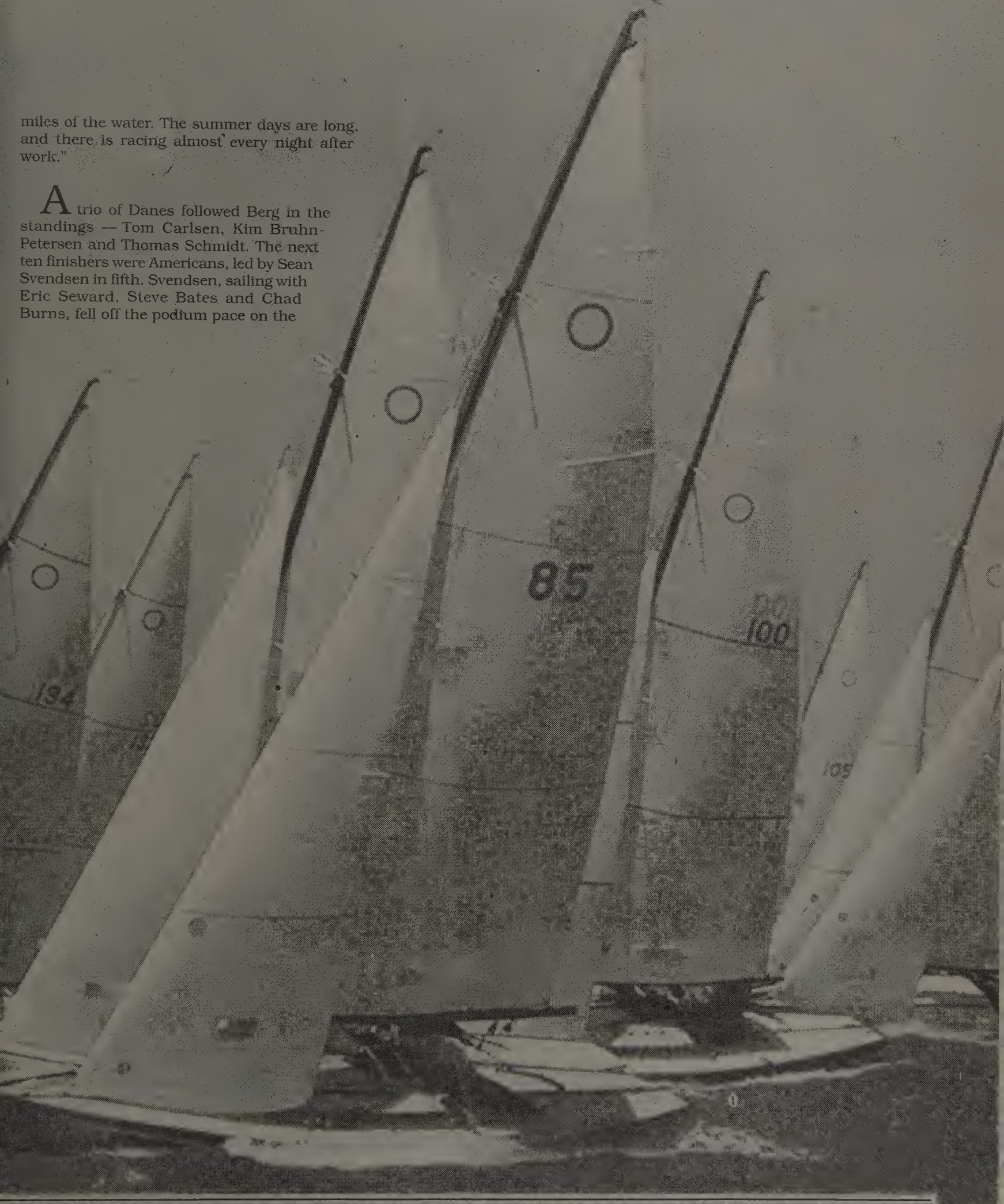
"We know the Knarr very well," explained Berg, "and my crew and I also race in Dragons and other competitive classes. We all have day jobs, but we sail a lot. Denmark is full of good sailors, maybe because everyone lives within 100



— THE UNMELANCHOLY DANES

miles of the water. The summer days are long, and there is racing almost every night after work."

A trio of Danes followed Berg in the standings — Tom Carlsen, Kim Bruhn-Petersen and Thomas Schmidt. The next ten finishers were Americans, led by Sean Svendsen in fifth. Svendsen, sailing with Eric Seward, Steve Bates and Chad Burns, fell off the podium pace on the



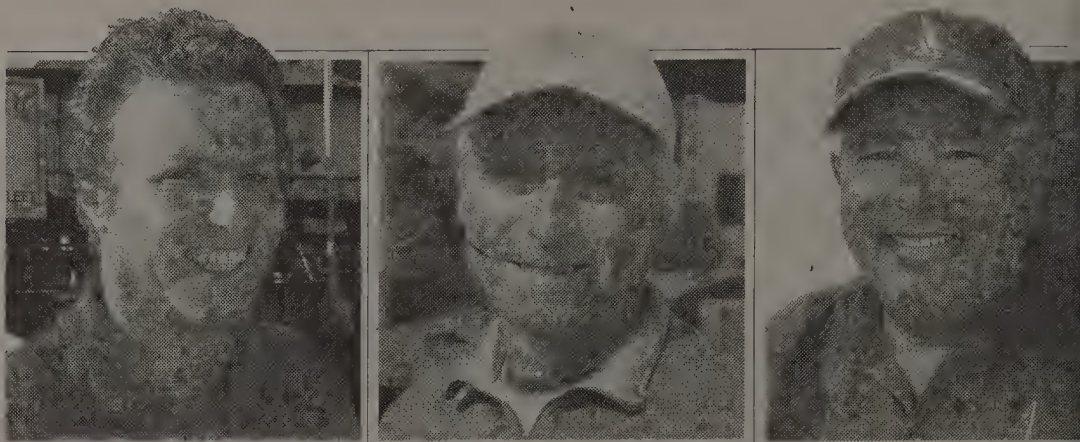
INTERNATIONAL KNARR CHAMPIONSHIP

last day, but held onto top American honors. Mickey Waldear (with Tom Reed, Bob Frey and Jim Bliss) finished sixth, followed by veteran Knarr campaigner Terry Anderlini (with Joel Fong, Peter McGuire, John Mournier and Ken Neely).

The six Norwegian skippers finished in the basement again, with Morten Heldal Haugerud claiming their highest finish in 19th. Norway has never won the IKCs, ironic considering this country was the birthplace of the design — in '43-'44, when the Nazis occupied their country. (The Germans allowed designer/builder Erling Kristofersen to build Knarrs only if he gave the first one to them, which he never did, claiming that the prototype was too flawed. Kristofersen dragged his heels building the second one, and happily the war ended before the Germans could collect their boat.)

But that story, not to mention the rest of the Knarr's colorful 58-year history, will have to wait for another time, perhaps a Boat of the Month feature this winter. Suffice it to say that the Knarr class is rich in legends, traditions and amazing camaraderie, as evident at the

LATITUDE/ROB



Knarry guys, from left — Sean Svendsen (5th), Mickey Waldear (6th) and Terry Anderlini (7th).

IKCs. "You make friends for life in this class," claimed Dewey Hines, a former Knarr sailor and past IKC winner ('74) who came by to catch up with Scandinavian friends made three decades ago.

Among the Knarr's many traditions is a unique cheer they give every time the winners are announced. It doesn't translate well to print, but goes something like this — Sssssh. Sssssh. Sssssh... NYEFF!

— **latitude/rkm**

2001 IKCs — 1) Frank Berg, DEN, 11 points; 2) Tom Carlsen, DEN, 26; 3) Kim Bruhh-Petersen,

DEN, 29; 4) Thomas Schmidt, DEN, 34; 5) Sean Svendsen, USA, 36; 6) Mickey Waldear, USA, 40; 7) Terry Anderlini, USA, 45; 8) George Rygg, USA, 49; 9) Charlie Griffith, USA, 51; 10) Larry Drew, USA, 51; 11) Knud Wibroe, USA, 53; 12) Rick Fisher, USA, 58; 13) Jim Skarr, USA, 79; 14) Chris Kelly, USA, 82; 15) Chris Evers, USA, 88; 16) Steve Wegner, USA, 101; 17) Ulf Rogeberg, DEN, 104; 18) Steve Taft, USA, 104; 19) Morten Heldal Haugerud, NOR, 108; 20) Eric Larsson, NOR, 120; 21) Mogens Carrebye, DEN, 128; 22) Carl Fredrick Joys, NOR, 129; 23) Martin Holter, NOR, 138; 24) Lars Jarvik, NOR, 148; 25) Oyvind Hansen, NOR, 157. (25 boats)

PAST AMERICAN IKC WINNERS — Robert York ('69); Knud Wibroe ('71); Dewey Hines ('74); Larry Drew ('80); Chris Perkins ('92); Craig McCabe ('95).

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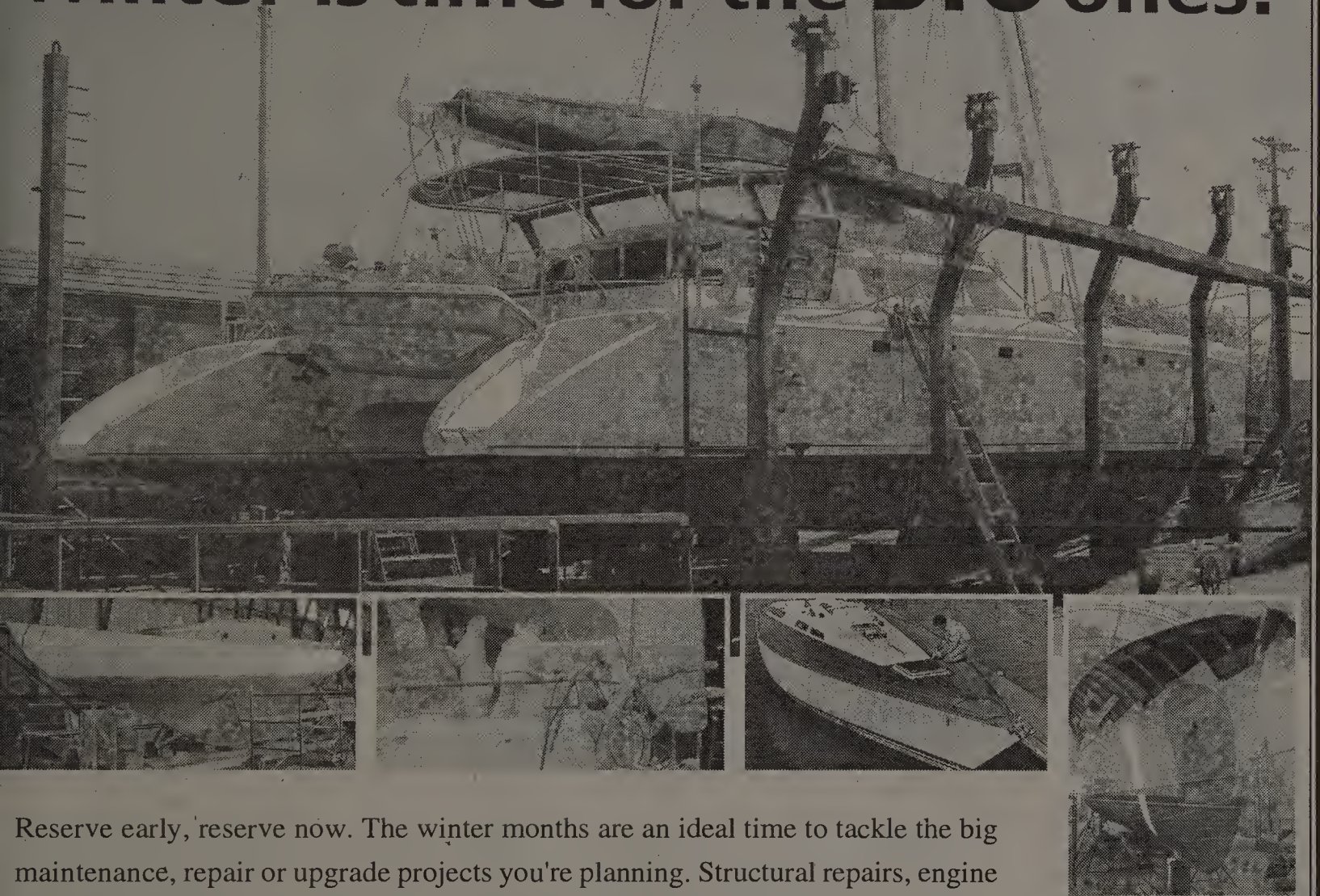
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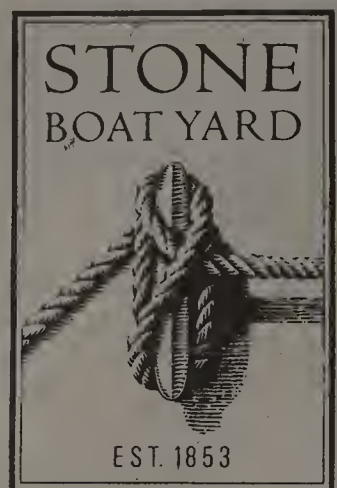
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DIGITAL CAMERAS

If you're about to go cruising and are looking to buy a camera — or perhaps are just looking to buy a new camera — our advice is unequivocal. Go digital. We offer this opinion based on having done almost all of our photography for the last year with a variety of digital cameras. Once you start with quality digital, you'll never want to go back.

This wasn't always the case. Early digital cameras had no more than one million pixels. (Pixels are the tiny color 'bits' that make up a whole picture, similar to a TV screen). Though a million seems like a lot, they produced fuzzy photos with 'jaggy' lines. Second generation digital cameras came with about two million pixels. This was a great improvement, although still not high enough resolution for quality 8 x 10 prints — particularly if you had to enlarge or crop the image. Fortunately, three million pixel digital cameras first began to appear about 18 months ago — happily selling for less than some two million pixel cameras did just a year before.

When it comes to digital cameras, we think just over three million pixels is the magic number. They will allow you — with the aid of very inexpensive printers — to produce sensational photograph-quality 8 x 10 photographs for just pennies. Thanks to the image editing pro-

the image quality. Ninety-nine percent of cruisers can meet almost all their photography needs with normal three million pixel digital cameras.

Digital cameras can take up to 500 photos before you 'reload.'

You can now buy a number of digital cameras that offer well over three million pixels. That's nice, but in most cases you're

going to have to pay dearly for those extra pixels. And usually they'll be a hindrance rather than an asset. Too many pixels means you'll fill your camera's memory too fast — with no discernable difference in the ultimate prints. So for 95% of normal usage, just over three million pixels is all you need and want.

In the last year or so, there's been another great improvement in a critical aspect of digital cameras — reduction of lag time. Early digital cameras, even those with three million pixels, had a major pause between the time you pressed the shutter button and when the camera actually took the picture. Since it often took three to four seconds between the time the shot was taken and when it was captured, a lot of great photos were lost. Thanks to a dramatic increase in the memory buffer, the better



Digital cameras have two big advantages over film cameras. The first is that you no longer have to go to the time and expense of buying film and getting it developed. If you're in Mexico, for example, and have to buy and process several rolls of film, you'd better be carrying lots of pesos. It's very expensive. In other countries, it's even worse. The initial expense of digital cameras is greater, but once you have one, you can shoot tens of thousands of photos without additional expense.

The second big advantage to digital photography is the ease with which you can store and share images. In a matter of minutes, you can dump the photos from your camera or memory medium onto your computer, and arrange them in some intelligent manner. We do ours by date and event. As a result, we now know where all of our images are located, and can call them up to our computer screen for printing in just a minute or so. It's far better than having cumbersome shoeboxes full of expensive prints laying around in the house, boat or office. In addition, it's easy to share the digital photos with friends and family — as well as *Latitude* — by including them



JOHN ARNDT

Here are examples of high and low resolution. We could never have used this photo on last month's cover if it had been taken at 72 dpi, as the lefthand example shows. The photo on the right, taken at high res, is not only crisp and usable, it can be cropped and enlarged to hone in on the action.

grams that come with the cameras, you can usually rescue poorly exposed images or alter them with dazzling special effects. Having three million pixels also means that you can significantly 'crop' your photos without totally destroying

digital cameras now have a much shorter lag time, and some of them can rattle off any number of shots in quick succession before having to pause to digest all the data.



Digital cameras come in all shapes, sizes and price ranges. Stay away from the real cheapos, though. Among our current arsenal of favorites are (l to r) the Fujifilm 6900Z, the Casio QV-3000EX and the workhorse Nikon D1. The Olympus D500L at right was an early digital that takes great pictures but eats batteries like M&Ms. Plus it held only 13 photos. All of the staff-generated photos in 'Latitude 38' have been digital for about six months now. Except for last-resort backup, we're happy to say good-bye to film forever.

A major shortcoming of consumer digital cameras has been the limited focal length of the lenses. At *Latitude*, we've always liked to have 20mm to about 300mm capability. This means everything from wide angles for onboard and group shots, to telephoto capability for capturing distant boats under sail. Today's typical three million pixel 'prosumer' digital cameras have optical focal lengths equivalent to about 35 to 95mm on film cameras. While this wouldn't be adequate for our purposes, it covers the needs of most cruisers. (Caution: Some manufacturers brag about 'digital zoom', which is a completely bogus feature. You can get the same result by enlarging the photo on your computer. In both cases, you'll proportionately destroy the resolution of the image.

There is good news, however, on the focal length front. You can now buy wide angle and telephoto lenses that screw over the top of the permanent lens, and they are said to work quite well. But they add considerably to the expense of the system. Better still, Fujifilm has just come out with the Fine Pix 6900Z, a very compact and lightweight three million pixel camera with a built-in 35 to 210mm lens. For the last four months, *Latitude* has been testing three of these, and they seem to be winners. It can only mean that the other leading digital brands — Olympus and Nikon — will surely be coming out with competitive models before long. Olympus already offers a digital camera with a built-in 35 to 310mm

GOING DIGITAL

Besides convenience and money savings, digital photography opens a whole new world for sharing your photos with friends, loved ones — and, yes, *Latitude* 38. No longer will you have to go through the trouble of sending precious original photos to us, then waiting weeks for their return. Now transferring high-quality photos is as easy as attaching them to email and hitting the 'send' button.

The caveat here is that, to be usable to us, the images must be scanned, sent and/or taken at high resolution. Otherwise, most of the time, they will be too small for us to use.

Camera Settings — If you have a digital camera and anticipate one day

sending us photos, you should set the camera to take high-resolution photos right now. Most cameras give you a choice of 'low-res' or 'high-res'. The advantage of low-res is that you can store more pictures. The advantages of high-res are that you can do a lot more with the photos you take, such as cropping, enlarging — and sending them to us. So set your cameras to their max resolution (or image size) and snap away!

Scanning — If you still have and like film cameras, you can still send photos digitally. They simply need to be scanned (copied into digital format). This is what we do to photos when you send them to us. If you do this on your own home scan-

ner, again, do it on as high resolution (minimum 300dpi) as you can. Save them as JPEGs, which is the easiest format for us to use.

If you don't have a scanner, any photo store or Kinko's can put pictures on disc for you. Incidentally, this is also a great way to preserve old, sentimental photos, especially those that have begun to deteriorate. Once they are in digital format, you can use any of a dozen inexpensive software programs (or an expensive one, like the fabulous PhotoShop that we use) to restore the color and brilliance of those faded memories.

Address any questions about emailing photos to annie@latitude38.com

as attachments to email or posting them on websites. (Caution: Don't send images via SailMail, which only has the capac-

ity for text. Wait until you get to a shoreside email facility to send your photos.)

zoom, but it's only got two million pixels. It can't be long before they put a three million pixel CCD in the same camera.

DIGITAL CAMERAS

Digital cameras record images on memory sticks, smart media cards or microdrives. When you're done shooting for the day or the memory is filled up, you dump the data into your computer, reformat the memory medium, and you're ready to shoot again as if with a new role of film. You want at least 64 megs of memory, but you can never have too much. We have three digital cameras that can use IBM microdrives — the Fujifilm 6900Z is not one of them — that can take up to 500 very high resolution photos before we have to 'reload'. That's the equivalent of almost 14 rolls of 35mm film. It's unbelievable!

The worst feature about three million pixel digital cameras is that they're not cheap. Figure on \$700 to \$1,000 for most of the consumer-level ones, plus having to buy \$100 of additional memory. The good news is that digital cameras are basically computers with lenses, so with each passing month you get more camera for less money. In fact, the longer you can wait to buy your digital camera, the better purchase you'll be able to make.

We're not experts on all brands of digi-

tal cameras, but know that many cruisers have been very satisfied with the Nikon Cool-Pix series, particularly the more recent models. We've been using an Olympus 3030 camera with a 32 to 96mm focal length lens for about six months, and can report that it takes terrific photos, has a great flash, includes incredible features, and is extremely light and compact. The new Fujifilm 6900Z seems to offer equally good resolution, have even better features, and creates wonderful blues and greens. What really makes it great is that it comes with the previously-mentioned 35 to 210mm lens. The two negatives with the Fujifilm 6900Z is that it takes a weird battery and that in some situations the lag between pressing the shutter and getting the shot is too long.

If you're used to using a 35mm SLR with interchangeable lenses, you can probably find a body for them. Just a few years ago, they cost \$20,000. The bad news is that the Nikon D-1, which is the standard, still sells for nearly \$4,000. But if you need to be able to use a full complement of lenses, fire up to

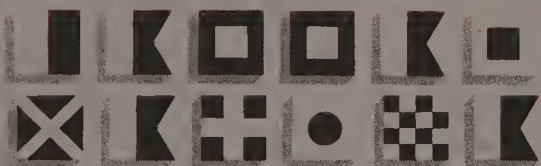
21 shots in rapid succession, and want to be able to drop your camera off a cliff and still have it work, the D-1 is considered the current Cadillac of the group.

If you already own a good film camera — particularly a whole system with all the lenses and such — you're facing a dilemma not unlike that faced by audiophiles when CDs gradually phased out the old vinyl LPs. You have perfectly adequate equipment that takes perfectly good photos, but you still have to deal with the inconvenience and expense of film — and some method of cataloging and storing the developed photos.

We know how you feel. Our first forays into digital photography were frustrating and disappointing. Hey, our first digital camera used up four AA batteries after only 10 or 12 shots. As we slowly got used to the technology, we came to love it. Currently, about 99% of the staff-generated photos in *Latitude* are digital.

Sooner or later, everyone will make the switch. Only you can decide when. When you do, just remember to make it to a digital camera with three million pixels

— latitude 38



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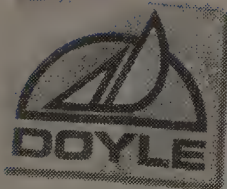
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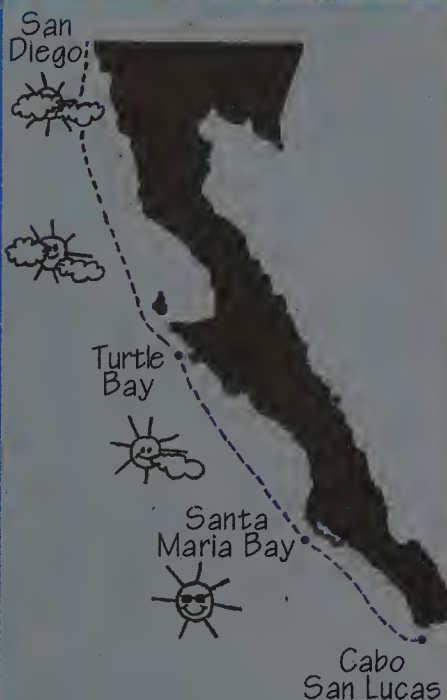
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It was the thickest tule fog I had ever seen. One minute we were cruising along under a clear sky, and the next minute we could barely see the bow of our boat. We had all seen it coming, of course, but motoring to the starting area across a mirror-flat Bay, it didn't seem like the kind of situation that required any particular level of preparedness. We hadn't even bothered to take the covers off the deck compasses.

"Could we have a compass course to the starting buoy?" I asked from the helm.

The navigator nodded and disappeared down the companionway. Meanwhile I looked around for anything I could use as a directional reference. No sun poking through overhead, no shadows, no wind ripples on the water. Not even the slightest sign of a swell coming in from the Gate. I looked back at our wake to make sure I was holding a reasonably steady course during the time it took for one of the crew to get the compass cover untied. When I could see the compass, at least I had something to steer to. I looked at my watch and made a mental note of the time that we entered the fog.

The boat I was steering was quite a bit larger than my own, and Lee Helm was doing foredeck on it for this mid-winter series. With my boat on the hard for a bottom job, she had invited me along as "guest tactician." The owner, who usually shuttles out in a fast powerboat about ten minutes before the start, was not aboard.

"Anyone have a tide book?" I asked the remaining cockpit crew.

In our complacency, we hadn't even taken a look at the tides for the day.

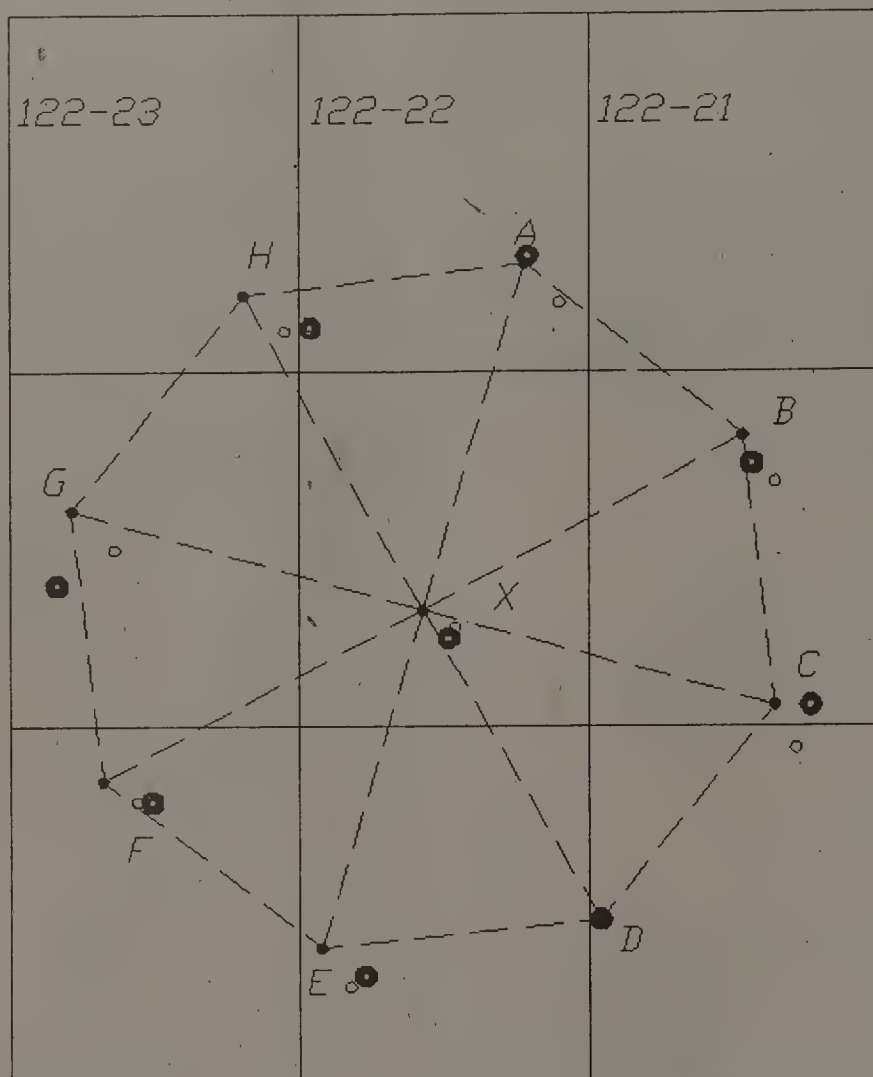
"Monster ebb," said Lee as she walked back from the foredeck where she had been busy stringing spinnaker sheets and guys. "We should probably change course about ten degrees to the east."

"I would, except for Gold Rock. We're deep enough to hit it." With that thought I also moved the throttle back a little to reduce speed. "How are we doing on that compass course?" I shouted down to the cabin, hopefully with enough volume to be heard over the engine.

Another crew relayed the query. "She's working on it," he reported back.

I cut the power a little more, although it seemed to have a negligible effect on our speed through the glass-smooth patch of water we occupied.

Five minutes later we were still without a course to steer. "I've input the latitude and longitude of the starting



- Correct Positions
- ◊ Charted Positions
- Actual Positions, September 2001

mark," explained the navigator, "and put it in as a new waypoint, but the course on the GPS looks all wrong."

"Uh, can't you just draw a line on the chart?" asked Lee. "We were, like, almost lined up with that last ship channel marker when we went into the soup."

"Okay, I'll see if I can find a course plotter down there," she said with some hesitation.

I had a feeling I understood the problem. Our navigator had been doing everything with GPS for so long, she probably didn't remember how to plot a course on a paper chart.

"How long has our navigator been sailing?" I asked Lee in a low voice.

"Ten years at least," she said. "She even navigated the last TransPac on this boat. But like, she's probably never been, on a big boat without a GPS."

"Maybe you better look over her shoulder," I suggested.

"Hate to do that," she said. "I mean, it's not like we're in danger of missing the race or — yikes!"

Another boat had seemingly jumped out of the fog just a boatlength to the west, on a course that converged with ours by at least thirty degrees. I made a sharp turn away from them before they even saw us, then powered back even more, letting them cross in front.

"Aren't you going to follow them to the start?" one of the trimmers asked.

"They draw a lot less water than we do," I said, "and they might not even know about Gold Rock. Besides, we'll have an accurate course to steer in a minute."

A minute passed, and then another. "Okay, time to see what's going on downstairs," I whispered to Lee. "Take over

of the parallels wanted to go. And then, while trying to walk the parallels around to a different position, they slipped again.

OLYMPIC CIRCLE MARK LOCATIONS

		Correct Position		Actual Position		Error (NM)
		LAT	LON	LAT	LON	
X		3752.33	12221.57	3752.25	12221.48	0.11
M	A	3753.30	12221.22	3753.32	12221.21	0.02
A	B	3752.82	12220.47	3752.74	12220.44	0.08
R	C	3752.06	12220.36	3752.06	12220.24	0.09
K	D	3751.46	12220.96	3751.46	12220.96	0.00
	E	3751.38	12221.92	3751.30	12221.77	0.14
	F	3751.85	12222.68	3751.79	12222.51	0.15
	G	3752.61	12222.79	3752.40	12222.84	0.21
	H	3753.21	12222.19	3753.12	12221.96	0.20

Correct positions based on variation = 16.0 degrees
and mark D located at 37°51.46N x 122° 20.96W

*Actual positions measured with WAAS GPS on 9-17-01

for a few minutes."

I told her what course I had been steering, and climbed down to the nav station. Our navigator had her head in the radar, trying to decipher which of the various blips represented the starting buoy and the committee boat.

"There should be a big cluster of boats around the starting area," she said, "but so far they seem to be pretty spread out."

"Couldn't find the course plotter?" I asked.

"There's an old rusty set of parallel rules," she answered, "but I trust the radar in fog like this."

I looked at the chart, and saw part of the problem. The way it had been folded to fit on the chart table, only part of the compass rose could be made to fit on the same flat surface as our course line. There was enough of the compass rose showing to get a reciprocal course, though, and I went to work with the parallels.

But before I could slip and slide my way across the chart without losing the angle, Lee came down the ladder to join the party.

"Almost got it," I assured her. But my final move of the parallels was blocked by the fiddle rail on the edge of the chart table. It interfered with where one end

"Let's do it this way," Lee suggested as she placed the race instructions on the chart with one edge on the course line. Then she positioned another piece of paper against one edge of the first piece, and slid it a little so that the opposite edge crossed over the center of the compass rose. It gave us a course that was ninety degrees off from what we wanted, but Lee did the subtraction in her head and sent word up to the cockpit. We turned about twenty degrees to the west to assume the new course.

"Now let's get the waypoint straightened out," she said as she took one of the same sheets of paper to mark off latitude and longitude. Latitude had been input correctly, but longitude was all wrong.

"Hah!" Lee couldn't help a little gloating self-congratulation when she discovered the error. "You like, measured the minutes of longitude from left to right instead of right to left. Easy to do if you're out of practice. And these brain-dead charts still do everything in degrees, minutes and seconds, with the lat-long ticks only on the edges, and not even continuous on the edges. As if the people making these charts never dreamed that anyone would need to pull off a position quickly."

"Well, when the charts were designed," I reminded Lee, "no one ever had any reason to pull off a latitude and longitude from a chart at this scale. You could navigate around the Bay for a lifetime and never even think the words latitude and longitude."

"For sure," Lee agreed. "But how many decades is it now since LORAN got cheap enough for us amateurs? At least two. I mean, like, the charts still have a serious user-friendliness issue when you try to use them along with modern tools."

The navigator put the corrected longitude of the starting mark into the GPS, and set the displays on deck to show the range and bearing. She also did a quick check on the latitude of Gold Rock to make sure we were clear, and we changed course again to aim for the starting line.

"Want the speed cranked back up?" shouted one of the crew from the cockpit.

"No, there'll probably be a postponement anyway," answered the navigator, climbing halfway up the ladder to be heard. "Might as well keep the noise down. But watch the bearing and if it starts to swing to the west, change course as necessary to keep it constant." She continued upstairs to the deck.

"Show me what you did with those pieces of paper," said another one of the foredeck crew who had been in the cabin banding a spinnaker.

Lee motioned him over to the chart table. "Paper is made with very accurate right angles at the corners, and very straight sides," she explained. "So if you put an edge of a sheet of paper along the course line like this, and then slide another piece along the first, edge to edge, you preserve the angle when one edge gets to the compass rose. It doesn't matter which edge, you can always add or subtract 90 or 180."

"Same idea as using double sliding triangles," I observed. "I once took a navigation class with an instructor who insisted that they were far superior to a parallel ruler."

"But this has the advantage of being as flexible as the chart. So if the chart is on your lap, or draped over a pile of stuff on the chart table, it still works fine. See, I get a reciprocal course of 310, so we should steer 130."

"But the compass rose says more like 325," the foredeck crew pointed out.

"Inner compass rose for magnetic," Lee reminded him. "Then you get 310. Reciprocal is 130. It's quicker to do it

MAX EBB

this way than to unfold the chart to see the other half of the compass rose."

"How do you figure out the reciprocals so fast?" he asked.

"There's a really cool trick for that. The last digit always stays the same, so it's just the first and second digits you work with. Start with the course in three-digit format — that is, like, put in the leading zeroes if the course is less than 100. Then add two to the first digit and take away two from the second digit. Or vice versa. Always works, except when it doesn't."

"That's interesting," I said. "Let's give Lee a test: zero-one-zero degrees. . ."

"That's an exception. You can't subtract two from either of the first two digits, but in that case it's very easy to add 180. You get 190."

"125 degrees," said the foredeck crew.

"Add two to the first digit for three, take two away from the second digit for zero: 305."

"345," I tried.

"No prob. Can't add two to three and still have it come out a possible course, so subtract instead. Three minus two is one, add two to four for 6: 165. I mean, like, all I'm doing is adding or subtracting 180, but with a few unnecessary mental steps left out."

"Okay then, 298," I challenged.

"Take away two from two for zero, add two to nine for eleven. Okay, like, in this case I have to carry, and get 118. But that only happens for courses between 280 and 299. You can just subtract 180 without carrying for that range of courses. The 'add-two-subtract-two' method works for all other points of the compass, except 100 to 119, but that's just like 001 to 019, where you can add without carrying so it's still quick and easy."

"Where do you ever learn this stuff?" asked the foredeck crew. "I've been thinking about taking a navigation class."

"Classes are really inefficient," pronounced Lee. "That is, like, if your left hemisphere still has two neurons to rub together. I mean, those classes go at such a slow pace. The real way to learn is with a chart, a compass, a boat, and a foggy day."

"But isn't that a little like jumping in the deep end to see if you can swim?"

"No way. Practice away from the ship channels, use a radar reflector, and have an anchor ready to go."

"I wouldn't give up on the structured classes so fast," I advised. "That crusty old merchant marine guy that I took a class from many years ago had such great stories, it was worth the price of admission just to hear him tell lies."

"But then there are the instructors who just read from the book."

"Okay, but which book?" asked the foredeck crew.

"That's the thing," said Lee. "There's a ton of great books about celestial navigation. That's actually easy to learn, because it doesn't have that many variations. Celestial is just one set of tricks to learn. But non-electronic coastal nav, that's where it gets hard because you never know what mix of inputs will be available. It's a big exercise in error analysis, although none of the books I've seen really present it like that."

"What do you mean by error analysis?" he asked.

"It's like, when Max was steering in the fog, he knew that there might have been as much as a 20 degree error in our course. We were steering maybe ten degrees above Gold Rock when we entered the fog, so he came up another ten degrees to make reasonably sure we'd clear. As it turned out our actual error was in the other direction, like, with the tide and everything, but it was still the right move under the circumstances."

"In the old days," I added, "we would have gotten out the RDF and taken a few bearings on some radio stations around the Bay. Those bearings were good to maybe plus or minus ten degrees — five on a good day. So eventually we could have established that we were past the rock, and then aimed for the starting area. We'd also have used the depth sounder to help figure out how close to the beach we were. Sometimes that gives you precise information in one direction but imprecise info in the other, depending on the slope and shape of the bottom."

"Don't forget current parallelograms," Lee reminded me.

"Oh yes, those were another huge source of error, because you really had to take a wild guess at the current speed and direction. But having done that, we would have drawn a vector diagram, using the speed and direction of the current as one vector, and our boat speed and compass course as the other, and added them up graphically. Or did we subtract them. . . Anyway, I haven't had to do that in years."

"GPS takes all the fun out of it," he sighed.

"But like, as you've seen," said Lee, "there's still a basic skill set involved."

"And there are a few more shortcuts worth learning. There's the 'Rule of 60,'

for example."

"It's really the 'Rule of 57.2958,'" Lee corrected. "Or the 'Rule of 180/pi.'"

"But sailors like round numbers," I explained. "All the rule says is that if you're off course by one degree, you'll miss your target by one part in 60 of the distance sailed. If you're off by ten degrees, you'll be off by ten parts in 60."

"And like, since a nautical mile is about 6,000 feet, every degree of steering error works out to 100 feet of left or right position error at the end of the mile."

"So whenever you steer a compass course," said the foredeck crew, "you have to figure out how much error there might be, and how much visibility you'll need to see the next buoy?"

"Now you're catching on," said Lee. "But most navigators internalize this error analysis thing, and it comes out as 'experience' and 'good judgment' about how much precision can be extracted from each measurement, and how much risk can be taken based on these measurements."

"That is, you have to know what's going to happen if you go right by the next waypoint in the fog without seeing it," I said. "If you think you'll see the pier, for example, in time to turn away without hitting it, you do one thing. If you'll pile up on a submerged reef, you'll have a backup plan for when you've run your distance without visual contact. So you need to be comfortable converting speed and distance to time, and time and speed to distance."

"The 'Rule of 100' is my favorite time-speed-distance shortcut," said Lee. "A knot is almost exactly 100 feet per minute. So if you're sailing at six knots, you go 600 feet per minute. Never go into a protest hearing without knowing this fact — and make sure all your witnesses know it too."

Suddenly the motor throttled all the way down to a slow idle, and we poked our heads out the hatch to see where we were. The Committee boat was barely visible through the fog, even though it was only about 200 feet away.

We shut down power entirely and drifted with the tide. The scheduled start time came and went. We had lunch. Still no wind. And no owner either.

Finally we noticed the slightest hint of a ripple on the water, right out of the

east.

"I get 80 degrees for the wind direction," announced Lee after comparing the compass to the water surface.

Meanwhile the navigator had switched our cockpit displays to show true wind speed and direction, but the anemometer cups weren't turning yet, so the computer always thought the true wind was from dead astern at the same speed as our drift through the water.

"If the first mark is buoy C, the first reach will be to A, at 315 degrees. Next reach, to G, will be 225."

"How do you figure out those courses so quickly?" asked one of the trimmers when he saw that Lee was not referring to a chart or a table.

"It's a circle of eight marks with A at the top, so they all work out to even 45 degree intervals," Lee explained. "The A-E axis goes north-south, and the C-G axis goes east-west. It's not hard to come up with mnemonics for "AE" and "CG." The course from X to any buoy is simple:

360 for A, 45 for B, and so on. It's a little trickier on the reaching legs, but if you picture the circle in your head with the A-E axis north-south, and keep your wits about you, it's pretty simple. C-A is 45-degrees west of north, or 360 minus 45, which is 315. A-G is 45 degrees south of west, or 270 minus 45, or 225. The Circle is great for doing courses in your head — you can work out the course from any mark to any other mark."

"What about two adjacent marks?"

"If you sail around the outside of the circle, you'll change course 45 degrees at each mark. So like, each exterior leg is 22.5 degrees off from an even 45 degree course. Keep the picture in your head, and it's easy. C to B, for example: C is the east edge of the circle. C to B must be 22.5 degrees to the west of north, so it's 360-22.5 or 337.5 degrees."

"What about the courses that don't work out to an even anything, like going from E up to B, at an odd angle across the middle of the Circle?"

"Like, even those are at 22.5 degree intervals. E-B is parallel to D-C, which is 22.5 degrees to the east of north, so the course is 22.5."

"Well, at the rate the tide's going out," I noted, "this boat is not getting around mark B today. Let's hope the wind fills in from some normal direction."

Fortunately the excuse for a breeze receded, and was replaced by a solid two knot westerly. But the fog was showing signs of lifting. We could see and feel the sun poking through, although visibility along the surface was still only a couple of hundred feet. A few more minutes, and the wind was gusting up to four. On the RC boat they were getting ready with some signals. But still no sign of our skipper.

Finally the owner's powerboat appeared in the fog ahead of us, with both radar dishes spinning.

"What took you so long?" someone asked.

"We got lost," he confessed.

— max ebb

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2001 MEXICO-ONLY

First of all, our apologies for omitting the Mexico Crew List forms from the September issue. It wasn't the first time this deadline-induced 'senior moment' has occurred (*Sightings* is the last part of the magazine to be put together), but we hope it will be the last.

A fallback has been available to those of you who check in

IMPORTANT NOTE: *Latitude 38* offers the Crew List as an advertising supplement only. We neither make nor imply any guarantee, warranty or recommendation as to the char-

regularly to our website, www.latitude38.com. If you followed the prompts, you'd have found the forms there. All you would have had to do is print out the appropriate one, fill it in and send it, along with a small advertising fee, to us by the 18th of last month.

Unfortunately, none of that will do you any good now. The list on the next few pages constitutes all those who either sent in the printed forms from the August issue or the electronic version. We were somewhat amazed to discover that, despite our *faux pas*, the number of Mexico Crew Listers in 2001 is almost exactly the same as last year. Maybe you guys are smarter than we give you credit for. . . .

Further good news is that there is enough method to the madness that you can still participate fully in the Crew List process, even if you didn't get a form in to us.

In other words, please feel free to use the list on the following pages to find either crew for your southbound boat, or a boat on which to crew to Mexico this fall. That is, feel free after you read and acknowledge the disclaimer in the thin gray box above. If you can't accept what it says, please do not take part.

Of course, if your name does appear on these pages, there are numerous advantages. First and foremost, you will likely receive calls as well as make them, effectively doubling your chances of finding a boat or crew. Another advantage is that you get into the Crew List party for free, while everyone else has to pay. More on that later.

If you're new to the process, here's a quick primer. Say you're looking for crew. Simply scan the columns of men, women and couples who 'Want To Crew', decode their skills and desires (in the gray 'code' boxes on the following pages) and call those that most closely approximate what you're looking for. Crew do the opposite: check out the boat owners, types of boats, planned destinations and so on, and call the ones that most interest them. Once you make the call — or someone calls you — be ready to give and conduct a mini-interview with each other. Crew might ask things like how long the skipper has been sailing, how many other crew will be aboard, how much time might be spent at each stop, when the boat was last surveyed, how much work might be expected on the boat in each port, that sort of thing. Boat owners calling crew might want to clarify skill levels (or lack thereof), ask about shared expenses or try to analyze compatibility with other crew, wives, etc. It's a good idea to write out your questions well before you get or receive your first call. Leave space below each question to jot down answers. Now go to Kinko's and run off 20 copies if you're a man and 50 if you're a woman. Then, with each new call, simply pull out a fresh sheet and you're ready to go. Oh, one more thing: be sure to write down the caller's name *first thing* on the top of the page. Take it from us, if you don't, after about the fourth or fifth call, you won't remember who said what.

Here are a few more time-honored tips to make things go

more smoothly.

- Seize the day: If you can, start making calls the day you pick up this issue. Just like all the bargain boats in our *Classifieds*,

acter of individuals participating in the Crew List, the condition of their boats, or any weather or sea conditions you may encounter. You must judge those things for yourself.

Classifieds, the best deals go quickly.

- Once again for emphasis: Please leave the hormone thing for other places and times. Phone calls should deal *only* with sailing issues. Yes, it's true that a number of nice relationships and maybe half a dozen marriages have come about as a result of participation in the Crew List, but all these blossomed from initially platonic sailing arrangements.

- That said, some women Listees will doubtless get calls from guys who think (and probably look) like the truck driver in *Thelma and Louise*. Which is why many of the women here are listed by first name or pseudonyms only. We actually encouraged them to do that for added security. We now also encourage women to ask as many questions as it takes to clarify crew duties and obligations if they suspect an overactive imagination on the other end of the phone. It's better to find these things out 'in here' rather than 'out there.'

- Don't call anybody before 8 a.m. or after 10 p.m.

- Have realistic expectations. Not all boats have interiors like Swans or go downwind like Santa Cruz 70s. Not all passages are smooth and sunny. Not everyone in a large crew will immediately like everyone else, and small crews can be even touchier to get right the first time. Newcomers should keep in mind that successful cruising requires a definite attitude adjustment, and the easiest way to start is to leave all egos on the dock. You won't really need them until you get back to the rat race any way.

- One corollary to the above is directed specifically at skippers: don't be put off by a potential crew's age. Bronzed young studs or studettes are fine for leading charges onto a pitching foredeck in the middle of the night, but we've always appreciated the wisdom and humor of sailors with a little mileage under their belts, too. Plus the latter group usually brings along better music. Give everybody a chance.

- This one should be obvious to both skippers and crew.

HOW TO GET TO THE PARTY

To get to Encinal YC (from the north or south), exit Highway 880 at 23rd Avenue and head west, toward the Bay. (If you're coming from the south, you'll have to make a U-turn and cross back over the freeway.) Go over the Park Street bridge. At the second light past the Bridge — Buena Vista — make a right. Go one mile and turn right on Sherman. Go over the railroad tracks and make another right on Triumph. Go to the end of the block. The Oakland YC will be right in front of you. Turn right and continue to the end of the parking lot. EYC will be on your left.

but try to arrange a trial sail and overnight anchorage with the prospective crew locally before you make any final arrangements or choices.

- Finally — and above all — be honest. Don't try to 'make up' experience you don't have or tell contacts what you think the

ant to hear. As we've said a thousand times before, in sailing, you don't know what you're talking about, someone who does an recognize it instantly.

To which some of you newbies might reply, "But I'm inexperienced. Doesn't that put me at a disadvantage?" The answer is es — if you want to crew at the next America's Cup. But on cruising boats, some skippers actually prefer one or two less experienced crewmembers. They're easier to train to the skipper's way of doing things — and much less prone to argue about it — than a more experienced hand.

Now about this year's Crew Party. As with other aspects of this year's Crew List, there was some sort of scheduling conflict at the host club, so we couldn't hold the party on the date previously published. The Crew List Party — or more accurately, the Mexico Crew List and Ha-Ha Kick-Off and Reunion Party, will now take place on Wednesday, October 10, from 6 to 9 p.m. at the Encinal YC in Alameda. We say 'more accurately' because the relatively low-key Crew List Party of old has taken on a new life these last few years. Now Crew Listers share equal billing with Ha-Ha veterans, new Ha-Ha participants, transient skippers and crews. . . and just about anyone else looking for a fun and informative evening with cruising-minded people. To that end, there will be many 'added attractions', including liferaft and flare demonstrations (please bring your own flares; no freebies this year), a book raffle, book signings by Sea Gypsy Ray Swanson and more. We hope for a Coast Guard rescue demonstration as in past years, but they may be busy with more important matters. Check *Lectronic Latitude* for the most up-to-date details on the party as the date approaches.

For Crew Listers in particular, the party offers several opportunities. First, if you've done the preliminaries on the phone, you can arrange to meet your prospective crew or skipper there for the first time. It's a great 'neutral ground.' Secondly, you can actually *make* your Crew List connection there. All Crew Listers get name tags color coded as to whether they're looking for a boat or looking for crew. If you haven't made your connections over the phone, that's how you make them at the party. Third, if you have any questions about any aspect of cruising Mexico, the Ha-Ha vets (who will have their own name tags) will be more than happy to answer them. If you have any interest at all in cruising Mexico — now or even years in the future — it's a don't-miss affair.

If your name appears on the Crew List here (or if you're a veteran of Baja Ha-Ha I through VII), you get in free. Everybody else pays \$5 apiece. Please try to have exact change. And don't even *think* of handing a \$100 bill to our lovely Crew Listettes unless your bones heal quickly.

Well, that's about it. Except to note that 'safety in numbers' is relative in the cruising world. You might *feel* a tad safer knowing there are other boats nearby, but it's just as likely you're going to be calling you for help on some dark and stormy night as the other way around. So prepare well, sail smart, be vigilant — and write home, gosh darn it. We've never received a word of feedback regarding Crew List crews and skippers and we'd like to hear how it all worked out for you.

Hasta la vista, baby!

NEED CREW

MEN NEEDING CREW FOR MEXICO

Al Swanson, 60, (415) 902-5920, Box 1638, Mill Valley, CA 94942 or swan2001@yahoo.com, 34' Columbia for 1,2/exp 2,3/wants 1,2,3,4,8,9 (45+).
 Capt. Ron, 47, (559) 447-8719, Olson 30 for 1,2,3,4,5,6/exp 1,2,3/wants 1,2,3,4,5,6,7,8,9 (females only).
 Clyde Haas, 56, (925) 200-9445 or chaas32@aol.com, 36' Catalina for 1,2,4/exp 1,2/wants 1,3,4,5,8.
 Courage Winter, 31, (805) 807-1382 or couragewinter@hotmail.com, 53' trimaran for 1,2,4,6 (to Costa Rica, SoPac)/exp 1,2,3/wants 1,2,8,9 (good people).
 David Gerling, 36, svdaedalus@hotmail.com, '77 Hans Christian 34 for 1/exp 2/wants 1,2,3,4.
 David Woodard, 60, (707) 254-2032 or laviedansante47@hotmail.com, 47-ft for 2/exp 2/wants 1,2,4,8.

CODE FOR PEOPLE LOOKING FOR CREW

I NEED CREW FOR:

- 1) For the trip down
- 2) While in Mexico
- 3) Sea of Cortez Sail Week (April)
- 4) For Baja Ha-Ha VII, the cruisers' rally to Cabo starting October 30
- 5) Return trip up Baja
- 6) Other _____

MY EXPERIENCE IS:

- 1) Bay
- 2) Ocean
- 3) Foreign Cruising

I AM LOOKING FOR:

- 1) Enthusiasm — experience is not all that important
- 2) Moderately experienced sailor to share normal crew responsibilities
- 3) Experienced sailor who can a) share navigation and/or mechanical skills; b) who can show me the ropes
- 4) Cooking, provisioning or other food-related skills
- 5) 'Local knowledge': someone who has a) been to Mexico before; b) speaks passable Spanish
- 6) Someone to help me bring the boat back up/down coast
- 7) Someone to help me trailer boat back up/down coast
- 8) Someone who might stick around if I decide to keep going beyond Mexico
- 9) Other _____

Earl Ford, 40, (650) 969-5248, Catalina 34 for 1,2,4,6 (Cabo to PV)/exp 1,2,3/wants 2,5ab.
 Eric, 45, (805) 644-2577 or www.geocities.com/malolosail, 65' Kiwi cutter for 1,2,4,6 (poss. long term)/exp 1,2,3/wants 1,2,4,8,9 (females preferred).
 Frank Magnotta, 54, (925) 422-7285 days, (925) 947-1463 eves or magnotta1@llnl.gov, Hunter 45 for 2,3,4,6 (to Mazatlan, PV, Carib)/exp 1,2,3/wants 1,2,3a,5ab,8.
 Gary Cook, 61, wcy4090@sailmail.com, Beneteau Oceanis 461 for 2,6 (SoPac)/exp 2,3/wants 2,4,8.
 Glenn Andert, 47, (650) 279-6106, Nelson/Marek 56 for 1,2,3,4,5/exp 1,2/wants 1,2,3,4,5,6.

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MEN NEEDING CREW — CONT'D

Greg Fish, 36, gregsfish@hotmail.com or (408) 243-9139, Starratt 45 for 1,2,4/exp 1,2/needs 2,4.
Howard Gladman, 61, (503) 860-5195, Nordic 40' sloop for 1,2,6 (long term cruising)/exp 2/wants 2,3,4,5,8,9 (needs 1or 2 people).
Jeff Nelson, 60, jeffncindy@pocketmail.com or (817) 657-7911, 39' trimaran for 1,2,3,4/exp 3/wants 1,2,3,4,5,8.
Jerry Lawrence, 58, wcm5169@sailmail.com, Cheoy Lee 48' sloop for 2,3,6/exp 1,2,3/wants 2,4,8.
Larry Tone, 60s, tonearm_usa@yahoo.com, maxi 9.5 for 1,2,3,5,6/exp 1,2/wants 2,3,4,5,6,8.
Michael Wright, 57, (530) 756-9023 or mwright@dln.ca.us, 42' catamaran for 1,2,3,4,6 (SoPac)/exp 1,2,3/wants 1,2,4,5,8,9 (SoPac).
Paul Biery, 60, (925) 243-0678 or sailn50@home.com, 2000 43' Catana 431 catamaran for 1,2,4,5/exp 1,2,3/wants 1,2,3,4,5,6.
Pete Boyce, active 68, (209) 239-4014 or edelweissusa87@hotmail.com, Sabre 402 40' sloop Edelweiss III for 2,3,6 (cruising Mex for 2-4 wk periods)/exp 1,2,3/wants 1,2,4,8,9 (enjoy sailing, sun, water activities, exploring).
Ray Kytte, 60, (510) 872-3197 or rkytte@hotmail.com, Morgan 45 for 1,2/exp 1,2/wants 2,3,5.
Scott 'this time for sure' Fisher, (415) 531-4984, Columbia 35 for 1,2/exp 2,3/wants 1,2,8,9.
Silvano Payne, 48, (707) 939-9306 or silvano@satnews.com, Freedom 45 for 4,6 (1 wk to Mazatlan after Ha-Ha)/exp 1,2,3/wants 1,9 (start Ha-Ha in Ensenada).
Skip Riley, 49, (805) 640-9452 or captskipriley@yahoo.com, Westsail 32 for 1,2,4,6 (Mex to Honolulu in May)/exp 2/wants 1,2,8,9 (will teach the enthusiastic).
Tim, 31, (510) 541-0403, 30' Buehler Emily for 1,2,6 (surfing, climbing)/exp 1,2,3/wants 1,8,9 (watersports, wilderness, backpacking).
Todd Kapp, 33, (415) 238-8787 or tr.k@lycos.com, 43' Columbia for 4/exp 1,2/wants 2,3,6,8.

COUPLES NEEDING CREW FOR MEXICO

Jerry & Cindy Lombard, 58/49, (408) 779-8525, 38' catamaran for 1,4/exp 1,2/want 3.

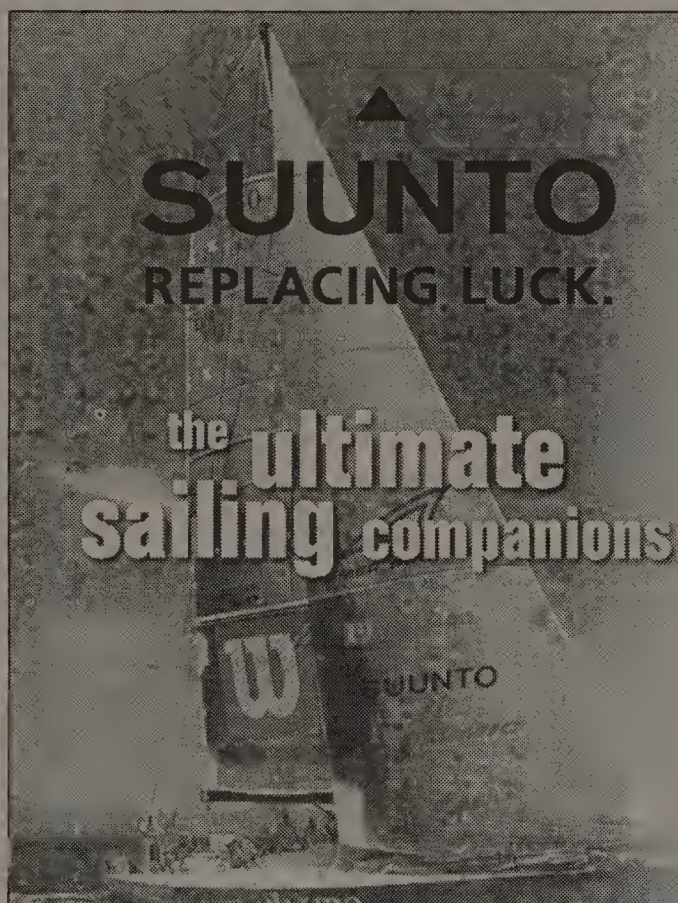
COUPLES NEEDING CREW — CONT'D

Joseph & Sandra Stephens, 60/57, (619) 818-7461 or amakhaya@excite.com, 65' schooner for 4,6 (going south, then West Pacific)/exp 2,3/wants 1,2,3,4,8.
Nicole Corona & J. Pierre Turcotte, 26/53, (619) 847-8456 or cinole99@yahoo.com, '98 custom cutter/yawl for 4, 6 (Cabo to PV to Z-Town, Z-Town to Panama)/exp 1,2,3/want 1,2,4,9 (share expenses).
Richard & Kati, 49/45, (310) 677-5897 or preciousmettle@prodigy.net, 68' alum sloop for 1,2,6 (Carib via Panama)/exp 2,3/want 2,8,9 (prefer other couples).

WANT TO CREW

MEN TO CREW FOR MEXICO

Andrew Robinson, 51, (831) 439-9941, fax (831) 439-0618 or email andy95066@earthlink.net wants 1,3,4,5/exp 2/offers 2,4.
Andy Zwygart, 30, (505) 334-6123 or (970) 202-0063 wants 1,4/exp 2/offers 2.
Bert Lucas, 51, (925) 837-1905 wants 1,2,3,4/exp 4, 27-yr boat owner/offers 3.
Bob Cook, 57, (408) 723-7936 or cookr2@mindspring.com wants 1,2,4/exp 2,3,4c/offers 2,3.
Bob Fulton, 56, (541) 485-4502 or captrzf@hotmail.com wants 1,4/exp 2/offers 2.
Bob Naquin, 53, (916) 652-1009 or cell (916) 996-4250 wants 1,2,4,5/exp 3/offers 2.
Bob Nelson, 55, (619) 579-6541 or bobmarcian@aol.com wants 1,4,5/exp 4/offers 3.
Brett Nenninger, 29, (913) 319-1533 or b_nenn@yahoo.com wants 4,5/exp 3/offers 3,4.
Brian Rovira, 58, ph/fax (775) 823-9695 wants 4/exp 4/offers 3,4,5.



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CREW LIST

MEN TO CREW — CONT'D

ice Schwegler, 59, (541) 385-6929 or brsarch@teleport.com wants 1,2,4,5/exp 3/offers 3,4,6.
 van Case, 50, (510) 665-3992 wants 1,2,3,4/exp 4/offers 3,5b,6.
 vant Bowington, 39, (916) 212-1558 or bryantsails@onemain.com wants 1/exp 2,3,4/offers 3.
 sey Fleming, 45, (408) 297-6184 or cfleming@spinaway.com wants 3,4/exp 2/offers 2.
 ris Crawley, 55, (831) 475-7296, (831) 475-8400 x33 or cell (831) 251-1957 wants 1,2,3,4,6/exp 3,4bc
 ers 2,4,5b,6, skin/SCUBA diver, fisherman, can help w/expenses, reference avail.
 rence Horner, 71, (530) 938-2167 or ehorne@snowcrest.net wants 1,4/exp 2/offers 2,4.
 rk Maxfield, 50, (773) 477-0987 or 103240.2175@compuserve.com wants 1,2,4,5/exp 3/offers 3,4.
 ude Martin, 58, (928) 428-4340 or cmartin@eaznet.com wants 1,4,5/exp 3/offers 2,3,4,5b.
 ve Foreman, 49, (408) 495-2878 wants 1,4,5/exp 2/offers 2.
 ig W. Federspiel, 38, (831) 689-9973 want 1,2,4/exp 3/offers 2,3,4,5a.
 ig Schwartz, 42, (310) 399-8421 wants 1,6/exp 2/offers 1,2,6.
 n McCracken, 61, (510) 483-1277 msg wants 1,2,3?,4,5?,6?/exp 4abc/offers 2,3,4,5ab.
 n Syroid, 59, (435) 658-3488 wants 4,5/exp 2/offers 2,4.
 ve Crowe, ageless, (408) 313-5840 or crowesailor@aol.com wants 1,4/exp 4/offers 3,5.
 ve Haggart, 40, (480) 949-1123 or haggartjr@yahoo.com wants 4/exp 4ac/offers 3,4,6.
 vid Allen, 40, (530) 823-3602 wants 6/exp 2/offers 2,4.
 vid Kladney, 52, (775) 849-0545 or (775) 772-8888 wants 1,2,3,4,5/ex 2/offers 1.
 vid Haglund, 40, (415) 378-4465 wants 1,2,4,5/exp 2/offers 2,4.
 vid Paff, 50, cell (415) 845-8817 wants 1,2,4,5/exp 3/offers 2,4.
 k Desmarais, 57, (650) 941-0851 or dickzd@hotmail.com wants 4,5/exp 4ac/offers 3.
 kie Hollinger, (360) 493-1161 or (253) 377-7089

MEN TO CREW — CONT'D

..... wants 1,5,6 (any crossing)/exp 3/offers 2.
 Don Gardner, 61, (541) 683-2796 wants 1,2,3,4/exp 3/offers 3,5,6.
 Doug Covert, 50, (503) 531-3933 or dougc@teleport.com wants 1,2,4,6 (SoPac)/exp 4b/offers 3,4,5ab.
 DuWayne Olds, 58, (707) 822-2781 or dolds@humboldt1.com wants 1,2,4,5,6 (long term)/exp 4/offers 3,4.
 Edwin Riley (Trey), 31, (619) 758-1495 hm or (619) 226-1252 wk wants 1,2,3,4,5,6/exp 3c/offers 2,3,4.
 Eric Sprinkling, 26, (503) 299-6024 wants 4/exp 3/offers 2.
 Evan Dill, 55, (805) 995-1169 or evandill@hotmail.com wants 1,2,4,5,6
 (SoPac, Costa Rica, etc.)/exp 3/offers 3,4,5b,6 (lic. capt. & massage therapist).
 Evan Polley, 19, (415) 924-4271 or jjchampsf@aol.com wants 1,2,4/exp 2/offers 2,4.
 Fred Klammt, 51, (209) 245-5504 or fredk6@hotmail.com wants 1,2,3,4,5/exp 3/offers 2.
 Gary Cawood, 61, (916) 961-1435 or gary.cawood@home.com wants 1,2,3,4,5,6 (any)/exp 2,3,4/offers 2,3,4,5b.
 Gary Lee, 52, (408) 732-6500 or mrgwlee@msn.com wants 1,2,3,4,5/exp 2,3/offers 2,3,4.
 Greg Moore, 51, (831) 659-1665 wants 1,2,3,4,5,6 (limited by time)/exp 3/offers 2.
 Harvey Allison, 45, (650) 799-5678 or harvey@attractor.com wants 4/exp 2/offers 2.
 Henning Kather, 38, (415) 290-7921 cell or henning@kather.com wants 1,4,5/exp 4ac/offers 3,6.
 Jack Dowdle, 57, (925) 376-7587 or boatbum@leopard.net wants 1,2,3,4,6 (Carib, Med, So. Seas)/exp 4c/offers 2,3,4,5a,6.
 Jack Glueck, 43, (916) 397-8811 wants 4,6 (any)/exp 2/offers 2.
 Jack Rebney, 65, songaday@c.zone.net or (530) 474-5355 wants 1,2,3,4,5,6 (westward circumnav)/exp 3/offers 3.
 Jan Searle, 57, (360) 299-2800 wants 4/exp 2/offers 2.
 Jeff Brantley, 40, (831) 375-4445 or jrbrantley@earthlink.net wants 1,2,3,4,5,6 (wife Angela also for 3 or 4)/exp 4a/offers 3.
 Jeff Omelchuck, 43, (503) 574-3346 wk or jeff@iqa.com wants 4/exp 2/offers 3,4.
 Jim Tallet, 48, jimtallet@netscape.net wants 1,4,5/exp 4ac/offers 3,4,5ab.

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MEN TO CREW — CONT'D

Jeff Phillips, 34, (415) 577-6027 or jeff@safesense.com wants 3/exp 2, boat owner/offers 2,4,5b.
 Jim Tantillo, 68, (408) 263-7877 or jimtantillo@netzero.net wants 1,3,4,5/exp 4abc, USCG Master's lic./offers 3.
 Joe Rose, 60, fax (775) 324-1824 or ph (775) 324-3543 wants 4/exp 2/offers 2.
 Joel Waldman, 72, (650) 327-4259 or joelw2@mindspring.com wants 6 (southeast or southwest from Mex)/exp 4/offers 2,4.
 John Carson, (925) 283-3102 or jlcarrson@silcon.com wants 1,2,3,4,5,6 (anywhere; short notice deliveries)/exp 4a (delivery)/offers 2,4,5b.
 John James, 50, (925) 372-9392 or jsfleet194@home.com wants 1,4/exp 2,3/offers 2,3.
 John Kerwin, 56, (612) 729-8770 or 011 52 333-2-4488 wants 1,2,4,5/exp 4/offers 3,5.
 John Lee, 56, jsl2684@cal.net wants 1,4,5/exp 3/offers 3,4.
 John Nugent, 50, wk (831) 459-5544, hm (831) 475-3299 or jfnugent@cats.ucsc.edu wants 1,4/exp 4/offers 3,4.
 John Morris Retzlaff, 37, (916) 966-8909, (916) 789-0908 or (916) 789-9694 wants 1,2,4,5,6 (w/female soulmate)/exp 4abc/offers 2,3,4,5a,6.
 John Spampinato, 59, (510) 558-0449 or (510) 549-1345 wk wants 1,4/exp 2,3/offers 2,3,5b.
 John Vorreiter, (408) 733-7516 wants 1,2,3,4,5/exp 3/offers 2,3.
 Jonathan Walters, 26, (408) 595-3033 or jrwalters25@yahoo.com wants 4/exp 2/offers 2.
 Julian Kirkham, 55, (206) 772-9879 wants 1,2,4,5/exp 4ac (RYA Yachtmaster Offshore Sail)/offers 3,4,6.
 Justin Davis, 23, (831) 687-0913 or jcdavis78@aol.com wants 1,2,3,4,6 (anywhere south)/exp 2/offers 2,4, firefighter/EMT, surfer.
 Jerry Schippers, 49, (209) 931-6232 or lyricschipper@hotmail.com wants 1,2,3,4,5/exp 2,3/offers 2,3,6.
 Keith Kjeldsen, 55, (831) 458-0133 wants 1,3,4/exp 4/offers 3,4.
 Kenny Gaynor, 44, (530) 644-4900 wants 1,4,5/exp 1/offers 1,2, EMT, SCUBA, Basic Sailing cert.
 Lan Yarbrough, 40+, (415) 637-1475 or captainlan@hotmail.com wants 1,2,3,4,5,6 (shakedown in SF or SD)/exp 4ac/offers 3.

MEN TO CREW — CONT'D

Mark Bidgood, 40, (415) 893-0068 wants 1,2,3,4,5,6 (Bay racing)/exp 3/offers 2,3.
 Mark Richardson, 44, (916) 591-0216 wants 1,4,5/exp 2/offers 2,4,5,6.
 Marty L. Prah, 43, (559) 636-2060 wants 4/exp 3/offers 3,4,5a, physician/surgeon.
 Martyn Coulsen, 51, ph/fax (206) 772-9879 wants 1,2,4,5/exp 3/offers 3,4.
 Michael Addis, 54, (520) 743-5209 or mmaddis@yahoo.com wants 4/exp 2/offers 2,4,5b,6.
 Michael Daley, 50, (707) 874-1595 wants 1,2,4,5/exp 3/offers 2,5 (Ha-Ha vet),6.
 Michael E. DeGroot, 26, (435) 772-3232 msg or mikejohnjohn@hotmail.com wants 1,4,6 (anywhere west)/exp 2 (Lake Erie)/offers 1,4, strong.
 Michael Symons, 49, (707) 433-1916 or hbglaw@aol.com wants 1,4/exp 2/offers 2, EMT, fit, NS/ND.
 Michael Zwald, 53, (209) 847-0233 or cell (209) 404-7211, Box 1196, Oakdale, CA 95361 wants 6/exp 1/offers 1, sense of humor.
 Miguel Cardenas, 55, (530) 542-2043 wants 4/exp 1/offers 5b.
 Mike Irvine, 50, (206) 772-9879 or imikem@aol.com wants 1,2,3,4,5/exp 3/offers 2,4,6.
 Mike Mellon, 57, (831) 429-5227 wkdays or (831) 425-5583 eves/wkends wants 1,2,4/exp 3/offers 3.
 Mike Straub, 54, (970) 527-3583 wants 1,2,5/exp 2,3,4a/offers 2,3,5b.
 Mike Wilmot, 57, (415) 206-9263 or mikewilmot@earthlink.net wants 1,4/exp 4b/offers 3,4,5a.
 Patrick Culver, 50, otterrock@hotmail.com wants 1,2,5,6 (warm)/exp 3/offers 2,3,4,6.
 Pete Johnson, 26, (707) 463-3404 or psj9000@yahoo.com wants 1,4/exp 2/offers 1,4,5b.
 Peter Froeb, 40, (415) 572-2053, pfroeb@siebel.com or peterkeirfroeb@yahoo.com wants 1,2,4/exp 3/offers 2,6, video-maker.
 Peter Kacandes, 34, (650) 324-0439 hm or KndyCA@yahoo.com wants 1,3,4/exp 4/offers 3.
 Randy W. Richter, 45, (408) 639-3896 wants 1,4,6 (part of return/trip down)/exp 2, boat owner/offers 2.
 Rick Thompson, 50, (650) 570-5607 wants 4/exp 3/offers 2,3,5a.
 Rob Miller, 41, (775) 746-8044 or robarb_reno@msn.com

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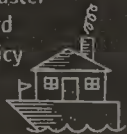
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- 2) While in Mexico
- 3) Sea of Cortez Sail Week (April)
- 4) For Baja Ha-Ha VII, the cruisers' rally to Cabo starting October 30
- 5) Return trip up Baja
- 6) Other _____

MY EXPERIENCE IS:

- 1) Little or none
- 2) Some, mostly Bay sailing
- 3) Moderate, Some Ocean
- 4) Lots: a) extensive sailing
b) extensive cruising
c) foreign cruising

I CAN OFFER:

- 1) Few skills, I am a novice sailor
- 2) Skills of a normal hand: watch standing, reefing, changing sails
- 3) Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems
- 4) Cooking, provisioning or other food-related skills
- 5) 'Local knowledge': a) I have cruised Mexico before;
b) I speak passable Spanish
- 6) Companionship

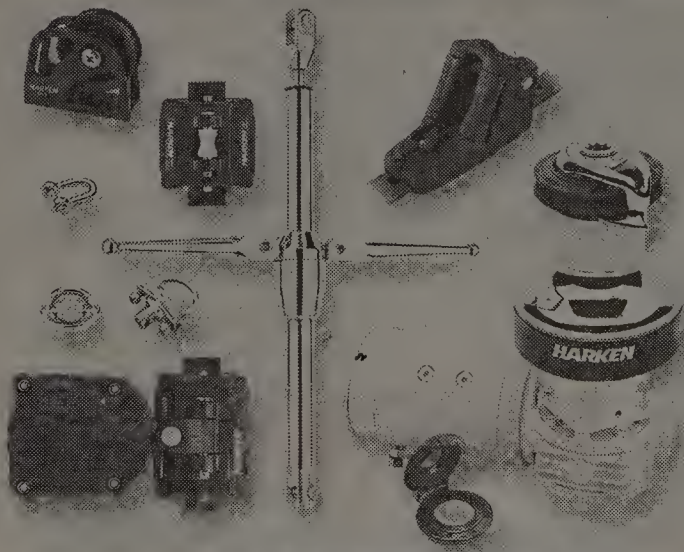
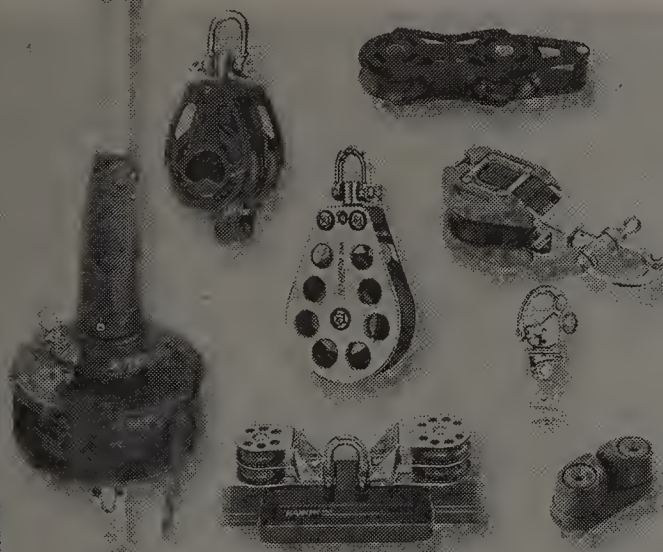
MEN TO CREW — CONT'D

- wants 1,4/exp 2 (lake), boat owner/offers 2,6.
Robert Bloom, MD, 57, (415) 461-6728 or DrBob2sail@aol.com wants 4/exp 4ac/offers 3,5a, medical doctor.
Robert Courtney, 56, (585) 618-4611 or rcourt6018@aol.com wants 1,3,4,5/exp 3/offers 3.
Robert Furlow, 48, (425) 820-0729 or rfurlow@yahoo.com wants 4/exp 4a/offers 3.
Robert Jeros, 52, (209) 533-3924 wants 1,2,3,4,5/exp 2/offers 2,4,6.
Robert O. Soleway, 55+, cell (415) 385-3147, hm (415) 381-3147 or caviking@pacbell.net wants 2,4/exp 4abc/offers 3,4,5a,6.
Ron Weber, 50, (949) 759-1400 ... wants 1,2,4,6 (to Marquesas)/exp 3/offers 2,3,4.
Rudy Doormann, 66, (707) 265-8415 or rdoormann@vom.com wants 1,2,3,4,5,6/exp 3/offers 2,3,4,5ab,6.
Russ Cooper, 31, (415) 305-5984 or russ_cooper@yahoo.com wants 4/exp 2-3/offers 3,4.
Russ Parks, 41, (909) 678-2974, (909) 721-5969 cell or (909) 508-1650 pager wants 1,4/exp 2, lake/offers 2,4,6.
Scott Whitney, 39, oneway41@home.com or (415) 927-4317 wants 1,6/exp 2,4bc/offers 2,3.
Seamus Fitzgerald, 40, (415) 850-0924 wants 1,4,5,6 (very flexible)/exp 3/offers 2,3,4,5b,6.
Stan Morris, 53, (916) 324-3483 or jsmorris@pacbell.net wants 1,2,3,4,5/exp 3/offers 3.
Steve Dale, 47, swdnwr@juno.com wants 4,5/exp 3/offers 2,4,5ab.
Steven Blanden, 32, (415) 710-9461 cell, (916) 223-4987 hm or stevenblanden@yahoo.com wants 4,5/exp 3,4a/offers 3,4.
Todd Daugherty, 31, (760) 402-6919 wants 4/exp 2/offers 2.
Todd Kapp, 33, (415) 238-8787 or tr.k@lycos.com wants 1,3,4,5/exp 3/offers 2,3.
Trent D. Sanders, 60, (818) 790-2403 or gonzowrite@aol.com wants 4/exp 2/offers 2.
Victor H.V. Collins, 39, (760) 946-4025 wants 1,2,3,4,5,6 (extended/circumnave)/exp 1,2/offers 1,2,3,4,5b,6.
Wally McMullen, 44, (760) 752-3044 hm or (954) 494-2692 cell



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MEN TO CREW — CONT'D

..... wants 1,2,3,4,5/exp 4/offers 3,4,5.
Zia E. Ahari, 65, fax (415) 485-8497 or ziaahari@hotmail.com
 wants 1,2,3,4,5/exp 4 (singlehanded 31' sloop Sweden to FL)/offers 3,4,6.

WOMEN TO CREW FOR MEXICO

Ali, 27, sonrisa32@hotmail.com ... wants 1,4,6 (Puddle Jump)/exp 3/offers 2,4,5ab.
Alie, 54, ocdraymd@aol.com wants 1,5,6 (any)/exp 3/offers 2,4,5b.
Ashley, 28, smashleywyatt@yahoo.com wants 4/exp 3/offers 2, childcare.
'Black Pearl', 48, blkpearl@sailnet.net wants 1,4/exp 3/offers 2,3,4.
Bonchance Catering, (831) 818-6923 or bonchance@mailandnews.com
 wants 2,3,6/offers 1,4.
Charlene C., 45, bill_charlene@hotmail.com or (415) 218-3935 cell
 wants 1 (SF-SD),4,5/exp 4c (Carib)/offers 2,4,6.
Charlene & Eileen, 45/48, sfr@aol.com ... want 1 (SF-SD),4/exp 2,4/offers 1,2,4,6.
Dondi, 30, Box 87237, San Diego, CA 92138-7237 or f_dondi@hotmail.com
 wants 4/exp 1,2/offers 1.
Hazel C., 50s, (415) 435-8439 or 4hazy@excite.com wants 4/exp 2/offers 2,4.
Jill Karras, 48, (206) 378-1487 or jilcita@hotmail.com
 wants 1,2,4/exp 2/offers 2,5b.
Kate, 50+, Ktedidit@aol.com wants 1,2,3,6/exp 4a/offers 2,3,4,5a.
Leigh Valenzuela, 50, (310) 212-7780 wants 1,2,3,4,5/exp 3,4/offers 2,4,5b,6.
Linda, 45, (619) 463-8076 wants 1,2,3,4,5/exp 4/offers 2,4,5b,6.
Lynn, 51, sfmariner2001@yahoo.com wants 1,2,3,4,5/exp 2/offers 2,4.
Marlaina Lindauer, 48, loro5@aol.com or Box 2174, Sonoma, CA 95476
 wants 1,2,3,4,6 (Baja, Mar de Cortez, PV)/exp 3/offers 2,4,5b,6.
Meredith, 39, lovehavana@hotmail.com wants 3,5,6/exp 3,4c/offers 2, 5a.
Pamela, 42, poakes@usairways.com wants 2,4,5/exp 1/offers 1,4.
Renee, 48+, oakcat6@hotmail.com wants 2,3/exp 3/offers 2,4,5,6.
Sally, 55, alohasal@hotmail.com wants 4/exp 3/offers 2,4,5b,6.
Sally, 61, ashose@hotmail.com wants 1,2,4/exp 4/offers 2,3,5ab.
Sharon Flood, 60, suflood@aol.com or (510) 381-45a94 cell
 wants 2,3,4/exp 2,4a/offers 2,4,6.

WOMEN TO CREW — CONT'D

Teresa, 45, tmb288@hotmail.com wants 1,2,3,4,6/exp 2/offers 1,2
Wendy, 32, (916)276-7340 wants 1,2,3,4,5,6 (West Coast)/exp 1/offers 2

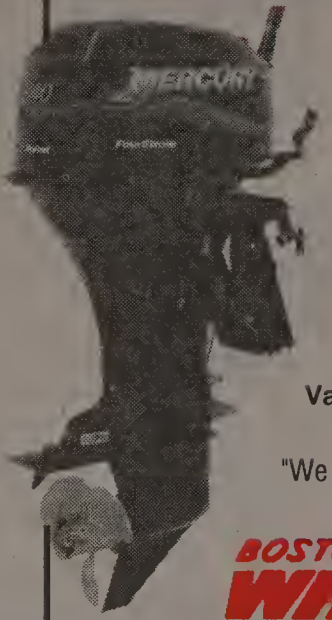
COUPLES TO CREW FOR MEXICO

Al & Barb Lankford, 44/45, (920) 497-4714, allankford@aol.com
 want 4/exp 4a,b,c/offers 3,4,5a.
Anthony Davis & Katie Braybon, 23/22, katiebraybon@hotmail.com
 want 1,2,4/exp 2 (IP, Vancouver, Alaska)/offer 1 (Katie), 2
Danny & Pinky Gardner, 53/51, (707) 537-0202, dmgardner@jps.net
 want 1,4/exp 2 (Tradewinds Sailing School), bareboat FL Keys)/offer 2,3,4,
David & Susanne Ames, 45/37, (360) 491-2460, dsames@home.com
 want 2,3,6/exp 4a,c/offers 2,3
Dean & Catherine, 50/46, deanoso@earthlink.net
 want 1,2,3,4,5,6 (open)/exp 1=Dean,3=Cath/offers 1=Dean,2=both,3=some/e
Erik & Katriana Vader, 44/47, (760) 631-5564, Katrianac@aol.com
 want 1,2 (possibly),4/exp 1,3/offers 1,2,4,5a,b (flue
Falk & Joy, 25/21, (530) 292-3179, joyfull@2xtreme.net
 want 1,4/exp 1,2/offers 1,2,4,
Forrest & Raven, 45/32, (707) 537-0533, forrestbraut@hotmail.com
 want 6 (to So. Pacific or anywhere)/exp 4a,b,c/offers 3,4,5a,(plus Fren
Jeff & Jana Neal, 34/25, (530) 542-4767, marineroelje@yahoo.com
 want 1,4,5 (maybe)/exp 1 (Jana),2 (Jeff)/offer 1 (Jana),2 (Jeff),4 (both),
John & Susan Brooks, 50s, (650) 964-8903, (415) 253-7960 (pgr)
 want 6 (week start 11/5)/exp 3 (both)/offer 2,3 (70%)
Logan Olds & Lori Fenstermacher, 23/31, (530) 251-4725 or write PO Box 9
 Susanville, CA 96130 want 3,4/exp 2,3/offers 1,2
Lori Dobeus & Kristen Schnepf, 33/31, (415) 565-7344, lori@safetyproject.c
 want 2,4/exp 2,4a,c/offers 2,3
Rich & Suzi Todd, 44/39, (530) 333-1930 (h), rtodd@calweb.com
 want 1,4/exp 2/offers 1,2,4, (fire,rescue profs,pilot,nav,paramed,mec,SCUB
Tom & Marti Herman, 53/53, W: (562) 432-5421, H: (310) 832-7700, Ce
 (562) 254-1905 or 1906 want 1,2,3,4,5,6 (prefer cat)/exp 3/offers 3,4,



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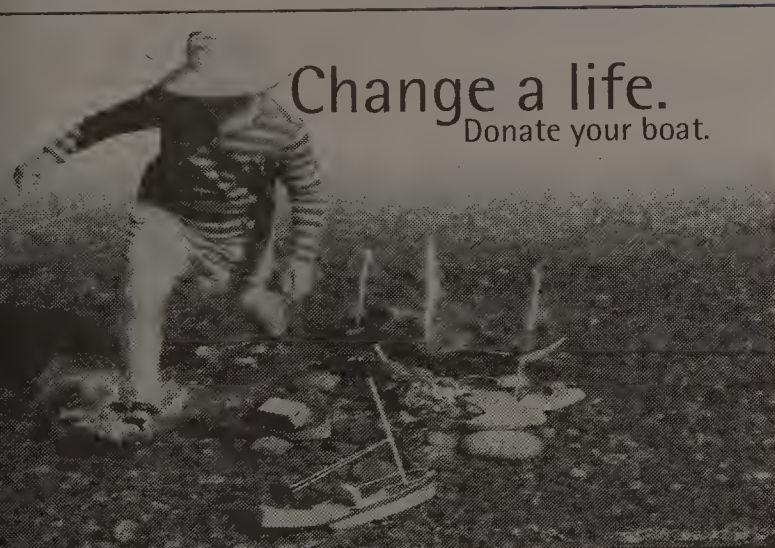
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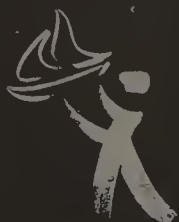
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THE RACING

With reports this month on a bunch of light air regattas down on Monterey Bay — the **Day on the Bay Race** for charity, the **Dolphin Cup** for Moore 24s; the **West Marine Fun Regatta** for kids; and the traditional Labor Day Weekend **Windjammers Race** to Santa Cruz. There's also coverage of the mellow **Jazz Cup**, and the usual mixed bag of **box scores** and **race notes** at the end.

Day on Mo' Bay

Forty-four boats participated in the 17th Day on Monterey Bay Race back on August 26, a nice improvement over last year's 33-boat turnout. For the tenth time, the low-key event benefitted the Big Brothers/Big Sisters of Santa Cruz County, a worthy charity. "The turnout and the party was great," noted race official Charlie Roskosz, "but the sailing conditions left much to be desired."

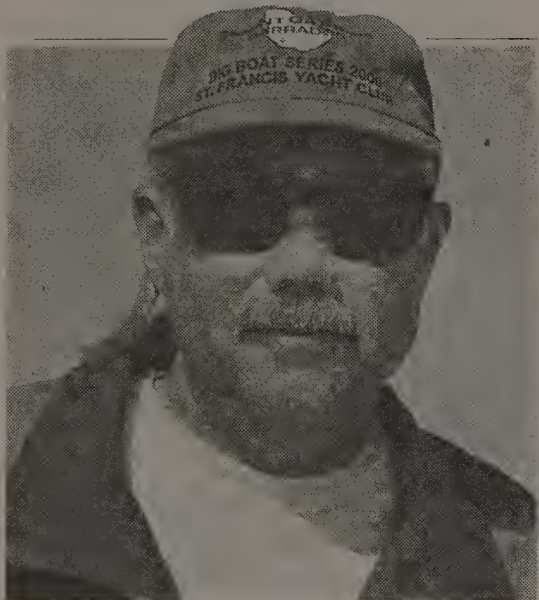
Only 28 boats finished the reverse-handicap race, which was shortened midway through due to the dying breeze — a choice which made calculating the corrected time results "a real bear." At the awards ceremony, some incorrect finishing positions were announced, but everything was eventually straightened out, or so we're told.

Bill Turpin's well-sailed SC 52 *Ingrid*

itly auction, *Ingrid* and sistership *Elyxir* were the last monohulls to start. With a westerly blowing outside and an easterly along the beach, there were two transition zones to negotiate — perfect for the bigger boats.

"We traded the lead twice with *Elyxir* going downwind, and managed to hold them off at the end," said Turpin. "We've always been second or third in this race before, so it was nice to finally win!" *Ingrid*, which Turpin has owned for eight years, is now for sale to make room for his new Laurie Davidson-designed TransPac 52, which should be ready for February's Puerto Vallarta Race.

More than most races, the 'Day on the Bay' is more about making the scene than winning or losing. Thanks to the generosity of just about every sailor in Santa Cruz and dozens of local companies — notably West Marine — over \$20,000 was raised for the cause.



LATITUDE ARCHIVES

Heroes of the month: Bill Turpin (above) won the Day on Monterey Bay Race. Bruce Schwab (right) cleaned up in the Windjammers.

emerged as this year's overall winner. Sailing with a bunch of regular crew (tactician Jay Crum and his wife Denise, John Ribera, Jay Parry, Jim Homes, Serge Pond, Tim and Chet Courdrey) and four guests who purchased their ride at a char-



LATITUDE JR

DIV. I (<140) — 1) *Ingrid*, SC 52, Bill Turpin; 2) *Elyxir*, SC 52, Skip Ely; 3) *No Name*, Nacra 5.8, Alan O'Driscoll. (14 boats)

DIV. II (141-170) — 1) *Summertime*, Moore 24 prototype, Mario Golsch; 2) *Wildfire*, Moore 24, Tom Conerly; 3) *Immortality*, Moore 24, Susie Barber. (8 boats)



DIV. III (171-300) — 1) *Baby J*, J/22, David Kitchen; 2) *Katana*, Catalina 30, Scott Lighthall; 3) *Local Cat*, Catalina 30, Terry Gregory. (6 boats)

DIV. IV (non-spinnaker) — 1) *Katana*, Catalina 30, Scott Lighthall; 2) *Nave Nave*, Catalina 36, Jim Gittings; 3) *Intuition*, Wylie 34, David Aquino. (8 boats)

DIV. V (corporate sponsors) — 1) *Ingrid*, TransPac Class, Bill Turpin; 2) *Elyxir*, SC Yachts, Skip Ely; 3) *Pegasus* (Melges 24), Lee Kahn Foundation, Zan Drejes. (10 boats)

DIV. VI (multihulls) — 1) *No Name*, Nacra 5.8, Alan O'Driscoll; 2) *No Name*, Corsair F-24, Jim Haque. (2 boats)

Windjammers Race

The 61st Windjammers Race, a 67-mile mostly downwind sprint from San Francisco to Santa Cruz, attracted 42 boats on Friday, August 31. With the start pushed back to 1 p.m. to accommodate the currents, the race was destined to be an overnigher for almost everyone. Fortunately, the host clubs — the mysterious Windjammer YC and Santa Cruz YC



'Ocean Planet' pulls into Santa Cruz after winning the Windjammers. Okay, it's actually just a mile shot — but 'O.P.' did win her first race!

— abandoned the Lightship as the windward mark for boats rating under 107 at the last minute. "We realized that this was a counter for OYRA, so all the PHRO boats needed to sail the same course," explained VJYC official Charlie Roskosz.

Ocean Planet, Bruce Schwab's still-seething Wylie-designed Open 60, was the big winner — first to finish (after 8 hours, 33 minutes), first in Division 1, and first overall. It was Schwab's second race with *Ocean Planet*, which rates a whopping minus 108 under PHRF and still lacks a complete sail inventory.

But conditions couldn't have favored O.P. more — flying one of Steve Rander's big kites from *Rage*, they zoomed down the coast in fog and wind that peaked at 18 knots, briefly hitting boatspeeds in the 6s. Seven miles from the finish off Santa

Cruz, the wind abruptly shut down, leaving Bruce and his five-man crew (David Haliwill, Greg Nelson, Robert Flowerman, Jason Winkel, and Andrew Kobylinski) to crawl in on a faint easterly. *Ocean Planet*, towing a huge wad of kelp on her keel for the last mile, crossed the line around 9:30 p.m. The next boat, Bill Turpin's SC 52 *Ingrid*, limped in two hours later — and most of the fleet didn't finish until the next morning.

"It was great to win our first race," claimed Schwab. "It was fun to leave the SC 50s and 52s behind so quickly, and to wake up in Santa Cruz as the majority of the fleet was just arriving!"

Despite the slow going, only five of the 42 boats chose to drop out. That's a vast improvement over the last three years — in 2000, only 11 of the 39 starters finished; in 1999, only 7 of 67 boats finished; and in '98 only 38 of 80 starters finished.

Last year's overall winner, Jack Gor-

don's SC 50 *Rollercoaster*, won the ULDB 50/52 class with six minutes to spare. *Natazak*, Steve Williams' SC 52, snuck in at second, correcting out 14 seconds ahead of third-place *Ingrid*. Dale Mead's J/30 *Breakaway* won the small boat division, while *Xanthippe*, Bob Simpkins' Columbia 50, took the motor allowance class.

ULDB 50/52 — 1) *Rollercoaster*, SC 50, Jack Gordon; 2) *Natazak*, SC 52, Steve Williams; 3) *Ingrid*, SC 52, Bill Turpin; 4) *City Lights*, SC 52, Tom Sanborn. (6 boats)

DIV. I — 1) *Ocean Planet*, Wylie Open 60, Bruce Schwab; 2) *Spindrift V*, Express 37, Larry & Lynn Wright; 3) *X-Dream*, X-119, Steen Moller; 4) *Outrageous*, Olson 40, Rick Linkmyer; 5) *Fair Dinkum*, Sydney 38, Carl Nelson; 6) *Fast Forward*, Aerodyne 38, Dan Benjamin; 7) *Auspice*, Schumacher 40, Jim Coggan; 8) *Absolute 88*, Wylie 37, Keith MacBeth; 9) *Tigger*, J/33, Frances Fridell; 10) *Enchante*, Beneteau 42, Jacoby/Barton. (21 boats)

DIV. II — 1) *Breakaway*, J/30, Dale Mead; 2) *Gangrene*, Moore 24, Dan Nitake; 3) *Sorcerer*, C&C Half Ton, Greg Cody; 4) *Wildberry*, Beneteau 36.5, Robert Berry. (8 boats)

DIV. B (motor allowance) — 1) *Xanthippe*, Columbia 50, Bob Simpkins; 2) *Gypsy Warrior*, Freya 39, Rick Gio; 3) *Tiger Beetle*, N/M 45, Rob Macfarlane; 4) *Salty Motel*, Cal 33-2, David Rasmusen (7 boats)

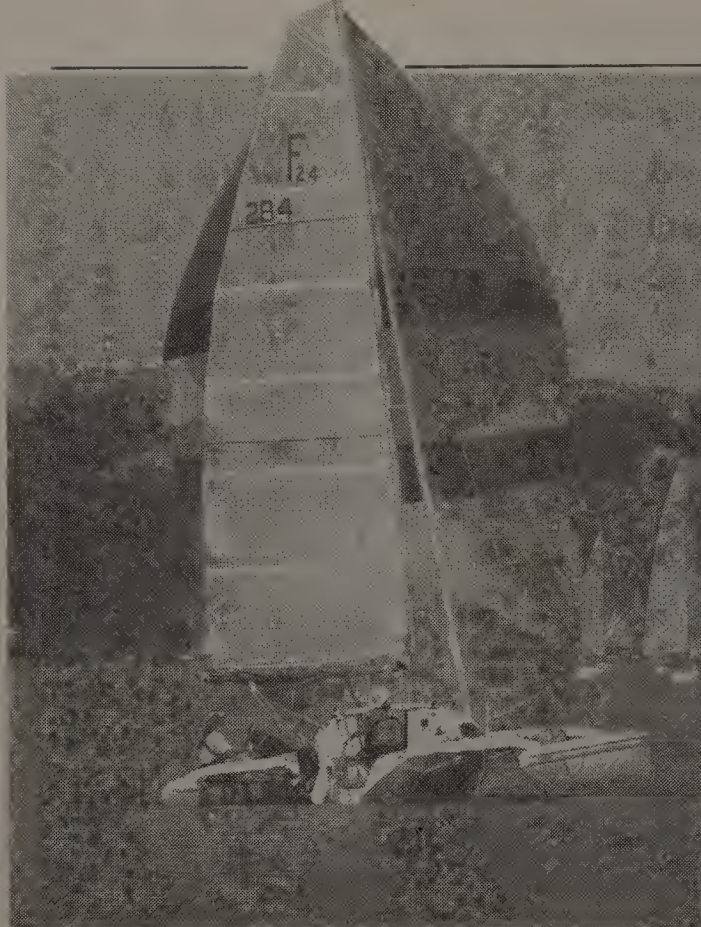
OVERALL — 1) *Ocean Planet*; 2) *Rollercoaster*; 3) *Natazak*. (35 boats)

The Jazz Cup

After last year's epic debacle — when technical glitches, inexperience and plain old bad luck caused a scoring nightmare for the record 132-boat fleet — the 13th annual Jazz Cup had nowhere to go except up. Happily, the host clubs — South Beach and Benicia — pulled it off nearly perfectly this year. "We learned from last time, and made the necessary changes," claimed race chairman and SBYC rear commodore Joel Davis, who raced his Santana 35 *Spellbinder* in the mellow race. "We drafted Jeff Zarwell (GGYC) and M.L. Higgins (IYC) to help us run the race, changed the approach to the finish, and got a new scoring system. Everything went smoothly this time."

One hundred and twenty boats showed up off Treasure Island for the 10:30 a.m. start on Saturday, September 1. As usual, the fleet beat about a mile up to Mark #7, then eased sheets and popped kites for the 24-mile run up to the friendly hamlet of Benicia. Fortunately, a healthy flood propelled the fleet, as the wind didn't really fill in until mid-afternoon, when most of the boats were already near or past Vallejo.

To help the race committee record the finishes more easily, an upwind finish line was used for the first time. A channel



marker (#25) on the south side of the Straits was also thrown in, presumably to line up the fleet in a parade-like fashion to the downwind mark, an orange inflatable. Unfortunately, the first two boats to finish — Mark Thomas' N/M 39 *Raven* and Dave Hodges' beautifully restored Farr 38 *Timber Wolf* — both were having so much fun they neglected to round #25. Third to finish, and by default first to finish correctly, was Hank Easom's lovely 64-

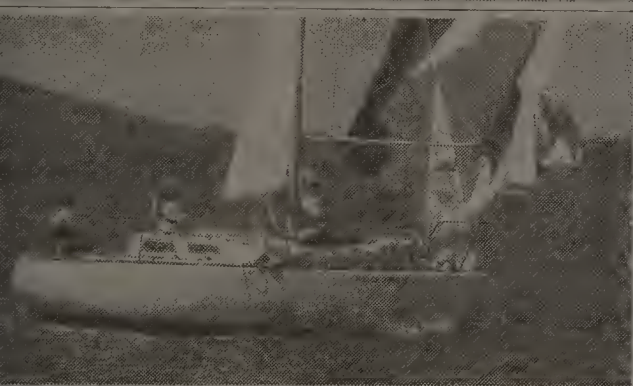
Jazz Cup fun, clockwise from top — the F-24 'Puppeteer' files a hull, barely; an Olson 30 sneaks up on an Express 27; it was gray and cold at the start; race chairman Joel Davis, steering his Santana 35 'Spellbinder', seems to have lost his life jacket along with his shirt. He wasn't the only offender!

year-old 8-Meter *Yucca*. Easom, just back from his summer-long powerboat cruise in Alaska, certainly hasn't forgotten how to sail — *Yucca* took Division A honors with 20 minutes to spare over runner-up *Bodacious*.

Gary Albright's J/22 *Talisman Banana*, which posted a convincing 18-

minute win over John Arisman's O'Day 27 *Summerwind* in winning Division G took overall fleet honors.

"Our success in the Jazz Cup was largely due to my crew, Jerry and Barbara Buk, who came down from Fallon Nevada, for the race," said Albright. "I go to know the Buks at the '95 Holder Na



More Jazz Cup Images — The Olson 30 'Hoot' in the passing lane; the 'Yucca' crew pays attention to sail trim; the Catalina 38 'Fat Bob' looking good; the Olson 25 'Intrepid' en route to winning Div. E; Div. C boats 'Buster' and 'Axel Heyst' at the oil docks. All photos latitude/richard, chris and rob.

onals in Wyoming, when my boat broke an upper shroud and was out of the running with two races to go. The Buks, our closest rivals, convinced the race committee to postpone the racing for several hours, while someone drove 40 miles to their house for a replacement shroud. We prevailed in the series; thanks to this ex-

traordinary act of sportsmanship — and have remained close friends ever since."

Though *Talisman Banana* had the best corrected time that day, the actual Jazz Cup — a competition limited to members of the two host clubs — went to Mike and Lorianna Kastrop's Catalina 30 *Goose*, which returned the Cup to South Beach

YC for the first time in six years. Pulling the strings on *Goose* that day were 11-year-old son Jack, Tom Hawkins, Mark Hensley, Alex Kononoff and Judy White. Another Kastrop son, 8-year-old Clint, was also aboard, though according to Lorianna he is "happy to hang out down below for now."

The Kastrops have actively raced *Goose* for three years now, moving steadily up the ODCA ladder. They were

THE RACING

fourth overall in '99, second in '00, and just won the 2001 Catalina season championship. "We also like casual races like the Jazz Cup," said Lorianna, a flag officer at SBYC. "It's all about the long downwind run and having fun, so we had all our party stuff aboard to spend Labor Day Weekend up at Benicia — the kids' scooters, lawn chairs, extra coolers of food and drink for our club's potluck. Sometimes the relaxed approach pays off!"

"This was a good year for the Jazz Cup — and not just because my club finally won it!" claimed Davis. We, too, think it was a well-run, fun race this year — and no one we talked with afterwards at Benicia YC disagreed. A post-race chicken barbecue on the lawn, adult beverages, and a beautiful full moon rising over Mt. Diablo completed the pleasant day.

DIV. A (<91) — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Bodacious**, Farr One Ton, John Clauser; 3) **Fayaway**, Sigma 41, Edward Keech; 4) **Troubadour**, J/33, Robert Johnson; 5) **Just In Time**, Beneteau 42s7. (13 boats)

DIV. C (91-120) — 1) **Patricia J**, Express 34, Royce Fletcher; 2) **Marrakesh**, Express 34, Craig Perez; 3) **Mischief**, Soverel 33, Jeff McCord; 4) **Rocinante**, Express 34, Robert Magoon; 5) **Buster**, Kirby 30, Ernie Schimpf; 6) **Spirit of Elvis**, Santana 35, Lewis Lanier; 7) **Bloom County**, Mancebo 31, Tony Basso; 8) **Flexible Flyer**, Santana 35, Tim Merrill; 9) **Spirit of Bombay**, Santana 35, Mike Whalen. (19 boats)

DIV. D (121-140) — 1) **On The Edge**, C&C 33 Mk. II, Fred Conta; 2) **Mirage**, Black-Soo, Dawn Chesney; 3) **Peggy Sue**, Laser 28, John Davis; 4) **Rum Tum Tugger**, Hunter 35.5, Bob Campbell; 5) **Tortuga**, Santana 30/30, Stephen Hutchison; 6) **Goldilocks**, Morgan 36-T, Noble Griswold; 7) **Pro-totype**, Laser 28, Jonathan Gutoff. (15 boats)

DIV. E (141-160) — 1) **Intrepid**, Olson 25, Marcel Sloane; 2) **Cayenne**, Olson 25, John Young; 3) **Abra**, Jeaneau 32, Bob Turnbull; 4) **Blood Money**, Olson 25, Joshua Grass; 5) **Scooter**, Moore 24, Mike Faber. (12 boats)

DIV. F (161-180) — 1) **Annie**, Cal 29, Steve Zevanove; 2) **Red Hawk**, Hawkfarm, Dan Newland; 3) **Irish Lady**, Catalina 30, Mike Mahoney; 4) **Goose**, Catalina 30, The Kastrop Family. (10 boats)

DIV. G (181-198) — 1) **Talisman Banana**, J/22, Gary Albright; 2) **Summerwind**, O'Day 27, John Arisman; 3) **Freyja**, Catalina 27, Larry Nelson; 4) **Grenadier**, Contessa 32, Paul Osborn. (11 boats)

DIV. H (> 198) — 1) **Perezoso**, Excalibur 26, Laurie Davis; 2) **Latin Lass**, Catalina 27, Bill Chapman; 3) **Bolero**, Triton, Ely Gilliam. (8 boats)

DIV. J (sportboats) — 1) **E.T.**, Antrim 27, Liz Baylis & Todd Hedin; 2) **Owslarah**, Antrim 27, Joseph Melino; 3) **Run Wild**, Olson 30, Dale Irving; 4) **Nemesis**, Antrim 27, Paul Martson; 5) **Frog in French**, Express 27, Kame Richards; 6) **Exocet**, Express 27, Landon Crowson; 7) **Hip Hop**, Wylie Wabbit, Scott Hester; 8) **True Grits**, Express 27, Jay Montgomery; 9) **Hoot**, Olson 30, Andy Macfie. (20 boats)

DIV. K (multihulls) — 1) **Isle Cat**, 'catamaran', Roger Nicewanger; 2) **Katabatic**, Sea Wind 1000, Thomas Macpherson; 3) **Pegasus**, F-27, Andrew Pitcairn; 4) **Gaijin**, Corsair F-24, Peter Adams; 5) **Tigre**, F-27, Ted Nagy. (12 boats)

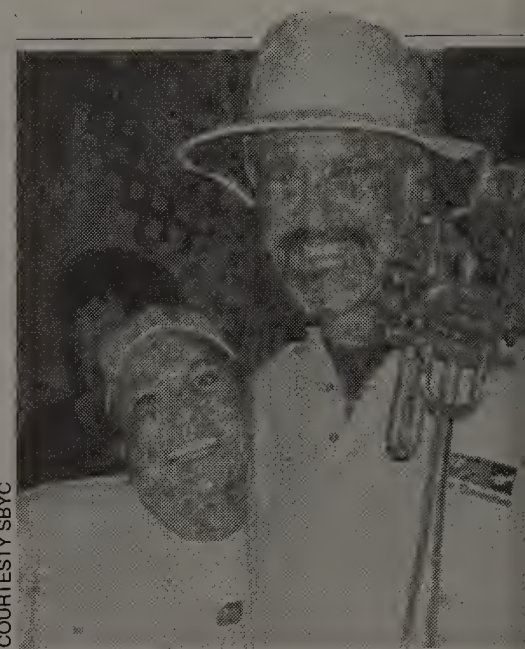
OVERALL — 1) **Talisman Banana**; 2) **Annie**; 3) **E.T.**; 4) **Owslarah**; 5) **Perezoso**; 6) **Run Wild**; 7) **Nemesis**; 8) **Frog in French**; 9) **Redhawk**; 10) **Latin Lass**. (108 monohulls)

Dolphin Cup

The 2001 Moore 24 Roadmaster Series concluded with the Dolphin Cup, a five-race, no-throwout regatta hosted by the Monterey Peninsula YC on September 8-9. Sixteen Moore 24s attended the grand finale, which seldom saw winds in excess of five knots. "It was quite shifty, too," noted MPYC member Donna Womble. "Boats would go from the top of the pack to the bottom, and sometimes back, all in one race. It was tough going."

Shana Rosenfeld, who manages a mo-

Scenes from Monterey Peninsula YC's Dolphin Cup, the season-ender for the Moore 24 fleet. All photos by Bob Doerr.



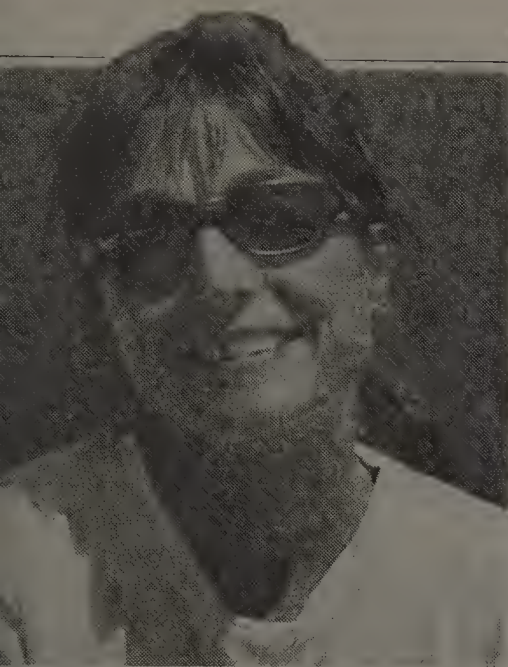
COURTESY SBYC

Lorianna and Mike Kastrop ('Goose') with the Jazz Cup, which they returned to SBYC this year.

lecular genetics laboratory during the week, topped the fleet sailing a borrowed boat. Shana's boat, *Ngellew Fejj* ("wind dance" in Wolof, an African language), broke its mast in August's windy Nationals on San Francisco Bay, but the class allowed her to take her sails (#81) onto Gary Tracey's *Bruzer* to finish the season. Sailing with an all-star crew — "husband/boat boy" Peter Phelan, tactician Jack Halterman, Pepe Parsons and Gary Tracey — Rosenfeld put together a stellar 1,2,2,2,8 record. "Thank you to MPYC, my crew, and especially Gary for lending us *Bruzer*!" said Rosenfeld.

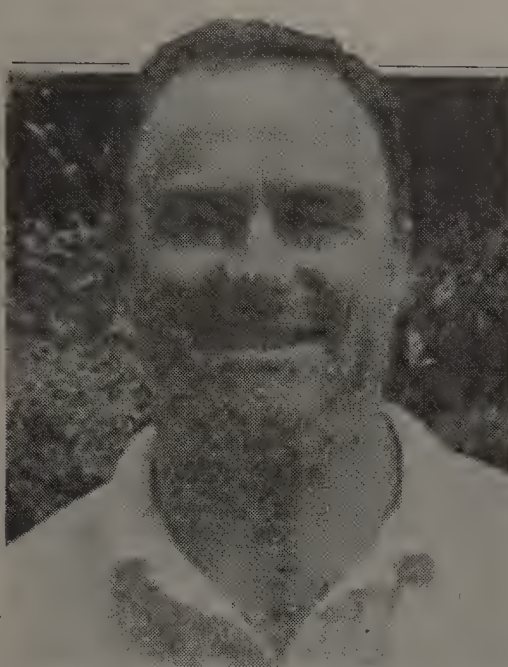
Tom Wondolleck and his *One Moore* crew (Mike 'Jack' Jankowski, older brother Jim Wondolleck, Dave Hodges, and Cindy Loya) also had a fine regatta, coming in second. In the process, Wondolleck — an Alameda I-14 sailor who only bought his Moore 24 last January — won





LATITUDE ARCHIVES

Shana Rosenfeld ('Ngellew Fejj') won the Dolphin Cup in a borrowed boat.



COURTESY T. WONDOLLECK

Tom Wondolleck ('One Moore') took the Moore 24 Roadmaster Series in his first attempt.

his first Roadmaster Series by just one point over *Ngellew Fejj*. For Rosenfeld, it was a case of *déjà vu* — this was the second year in a row she has been the bridesmaid in the Roadmaster Series by a point.

"The whole year was a blast," claimed Wondolleck. "Great class, great people — and I have a great crew, especially Mike Jankowski, who made every race."

See www.moore24.org for more.

DOLPHIN CUP — 1) Bruzer/*Ngellew Fejj*, Shana Rosenfeld, 15 points; 2) *One Moore*, Tom Wondolleck, 22; 3) *Mooregasm*, Chris Watts/Dave Jocelyn/Hank Niles, 24; 4) *Kamikaze*, George Wheeler, 24; 5) *Eclipse*, Brad Butler, 34; 6) *Nobody's Girl*, Sydnie Moore, 36; 7) *Mercedes*, Joel Verutti, 40; 8) *Gruntled*, Simon Winer, 41; 9) *Sparrow Hawk*, Vaughn Seifers, 43; 10) *Wet Spot*, Mike O'Callaghan, 45; 11) *Snafu-U*, Mark Berryman, 49; 12) *Free Fall*, Fred Cox, 54; 13) *Gorgeous*, Bernadette Bosinger, 56; 14) *Midori*, Dan Nitake, 62; 15) *Tranya*, Colleen Maxwell, 63;

16) *Kangaroo Court*, Greg Byrne, 73. (16 boats)

ROADMASTER SERIES — 1) *One Moore*, Tom Wondolleck, 155 points; 2) *Ngellew Fejj*, Shana Rosenfeld, 154; 3) *Moorgasm*, Niles et. al., 147; 4) *Gruntled*, Bart Hackworth, 140; 5) *Wet Spot*, Mike O'Callaghan, 139; 6) *Mercedes*, Joel Verutti, 138; 7) *Topper II*, Bren Meyer, 130; 8) *Snafu-U*, Mark Berryman, 123; 9) *Sparrowhawk*, Vaughn Seifers, 114; 10) *Eclipse*, Brad Butler, 112; 11) *Free Fall*, Fred Cox, 104; 12) *Gorgeous*, Bernadette Bosinger, 100; 13) *Vu Ja De*, Bob Sutton, 98; 14) *Czardas*, Torben Bentsen, 88; 15) *Adios*, Scott Walecka, 73. (43 boats; 8 events)

West Marine Fun Regatta

The seventh annual Santa Cruz West Marine Fun Regatta was the largest ever, attracting a whopping 155 junior sailors, all ages 8-17, on September 8-9. Despite what race chairman Norm Daly termed 'cloggy conditions' (cloudy and foggy), the weekend was another big success. "The kids, their parents, the coaches and ev-

everyone involved all had a great time," claimed West Marine representative Susan Altman.

Saturday, as usual, was devoted to coaching and practice racing. That evening, after dinner and a raffle, the kids eagerly invaded the Santa Cruz Beach Boardwalk — the non-sailing highlight of the weekend. On Sunday, special guest speaker Morgan Larson — a product of the Santa Cruz YC junior program, and now an America's Cup competitor — addressed the crowd. Then, after waiting for the wind to fill in, it was time to race. Eleven fleets sailed on three separate courses, getting in two races in light air and 4-5 foot ocean swells.

"Our Fun Regatta has grown every year since its inception, and is now one of the premier youth sailing events in California," noted Daly, Santa Cruz YC's junior sailing program director. "It wouldn't be possible without the generous support of West Marine, the Santa Cruz YC, UC Santa Cruz, the Santa Cruz Harbor and their patrol staff, and countless volunteers who contribute to the planning and running of the event."

OPTI — 1) Josh Leighton; 2) Emma Jesberg; 3) Marcus Bernal; 4) Thomas Brook; 5) Cody Nagy. (22 boats)

EL TORO-BASIC — 1) Seamus Pettigrew; 2) Andrew Bove. (4 boats)

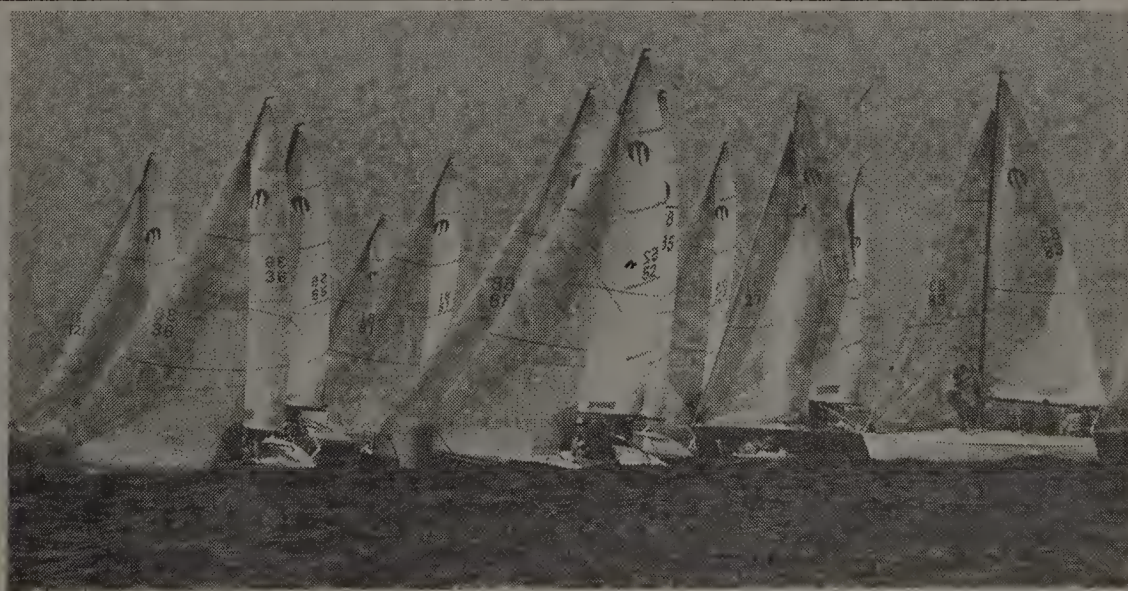
EL TORO-INTERMEDIATE — 1) Peter Nunns; 2) Anthony Bove; 3) Drew Morton; 4) Patrick Kingston; 5) Christina Nagatini. (14 boats)

EL TORO-A — 1) Brooks Reed; 2) Rogan Kriedt; 3) David Liebenberg; 4) Ben Lezin; 5) Russell Shuldt. (21 boats)

LASER-A — 1) Patrick Stahnke; 2) Casey Williams. (4 boats)

LASER-B — 1) Jesse Wedler; 2) Matt Noble; 3) David Kurtmen. (9 boats)

SPLASH — 1) Morgan Gutenkunst; 2) Myles Gutenkunst; 3) Erik Glaser; 4) Molly Robinson. (13 boats)



THE RACING



BYTE — 1) Max Paulus; 2) Claire Blakey; 3) Daniel Roberts. (7 boats)

420 — 1) Cory Latchansky & Nicole Sterley; 2) Trevor Bozina & Meghan Castruccio; 3) Elizabeth Carter & J.V. Gilmour; 4) Matt Dolkas & Richard Lauman. (8 boats)

FJ — 1) Lauren Hobson & Nick Ward; 2) Brianne Engles & Luce Sahali; 3) Sean Anderson & Ashley Booth; 4) Crystal Bronte & Rebecca Korss; 5) Heather Martinelli & Nick Rittenhouse. (20 boats)

29er — 1) David Harris & Katie Simon. (2 boats)

Box Scores

Summer's winding down, and the torrent of race results is slowing to a trickle. However, there's still enough information to fill one more round of 'Box Scores', possibly the last for the season.

FARR 40 WEST COAST CHAMPIONSHIP (FINAL):

1) **Crocodile Rock**, Alex Geremia/Scott Harris; 2) **Samba Pa Ti**, John Kilroy; 3) **Revolution**, Brack Duker; 4) **Shadow**, Peter Stoneberg; 5) **Groovederci**, John & Deneen Demourkas; 6) **Gone Too Farr**, David Carrel; 7) **Quintessence**, Don Hughes; 8) **Wahoo**, Robert Shaw/Alex Hearn; 9) **Peregrine**, David Thomson; 10) **Endurance**, Mike Condon; 11) **Pegasus**, Philippe Kahn; 12) **Blue Chip**, Walt Logan; 13) **Persephone**, Jack Woodhull; 14) **Flyer**, Shep Kett; 15) **Temptress**, Alan Field; 16) **Ol' Farrtz**, Paul Cote/Bob Wolfe; 17) **Astra**, Mary Coleman; 18) **Non Sequitur**, Tom Thayer/Dick Watts. (18 boats; 7 regattas; 2 throwouts)

J/105 SEASON CHAMPIONSHIP (FINAL):

1) **Good Timin'**, Wilson/Perkins, 74 points; 2) **Sails Call**, Ian Charles, 75; 3) **Wind Dance**, Littfin/Pugh, 117; 4) **Nantucket Sleighride**, Peter Wagner, 119; 5) **Jitterbug**, Chuck Eaton, 127; 6) **Bella Rosa**, Dave Tambellini, 135; 7) **Zuni Bear**, Bergmann/Bennett, 141; 8) **Juxtapose**, Thayer/Watts, 189; 9) **Arbitrage**, Bruce Stone, 190; 10) **Blackhawk**, Dean

155 kids sailed in last month's West Marine Fun Regatta. Is the next Kostecki or Cayard lurking somewhere in this photo?

Dietrich, 197; 11) **Advantage 3**, Pat Benedict, 218; 12) **Irrational Again**, Jaren Leet, 269; 13) **Tiburon**, Steve Stroub, 270; 14) **Orion**, Gary Kneeland, 298; 15) **Natural Blonde**, Cooper/Deisinger/Thom, 308. (45 boats; 32 races w/8 throwouts)

SCHOCK 35 NATIONALS (DPYC: Aug. 24-26):

1) **Whistler**, Pete Johnstone/Claudia Wainer, 16 points; 2) **Outlier**, Dick Schmidt, 33; 3) **Mischief**, Dave Blackman/Carolyn Hardy, 40; 4) **Ripple**, Jeff Janov, 42; 5) **Wings**, Dennis & Sharon Case, 51; 6) **Water Moccasin**, Nick Scandone, 54; 7) **Notorious**, Tom & Laurel O'Neill, 54. (16 boats; 7 races)

52nd LABOR DAY REGATTA (StillYC: 9/1-2):

1) Doug Baird, 16 points; 2) Pax Davis, 18; 3) Jack McAleer, 19; 4) Carl & Marilyn Schumacher, 25; 5) Chris Gould, 26; 6) Pat Bradley, 26; 7) Dick Clark, 28; 8) Tom Duffy, 42; 9) Steve Kraft, 51; 10) Sutter & Evan Schumacher, 52. (17 Mercuries; 5 races)

EL TORO WORLDS (Pinecrest Lake: Aug. 25-26):

SENIOR — 1) Jim Warfield; 2) Fred Paxton; 3) Dennis Silva; 4) John Amen; 5) Rich Bergsund; 7) Ray Torok; 8) Greg Morrill; 9) Bob Hrubes. (25 boats)
JUNIOR — 1) Brooks Reed. (3 boats)
WOMEN — 1) Kit Stycket. (3 boats)

WIND WARRIOR PCCs (Cal YC: Sept. 3: 12 races):

GOLD — 1) Doug McLean, ABYC, 23 points; 2) Keith Ives, LBYC, 28; 3) Alan Field, CYC, 31; 4) Mark Weeger, HHYC, 34; 5) Walter Johnson, ABYC, 35. (10 boats)
SILVER — 1) Stacie Straw, SSC, 17 points; 2) Allan Lindsay, SSC, 24; 3) Mark Gaudio, BCYC, 27. (10 boats)

4th REDWOOD CUP SERIES (FINAL):

1) **Fon Soun**, J/24, Vjeko Svilan, 10 points; 2)

Over the Edge, O'Day 40, Bob Camier, 22; 3) **Jello**, J/105, Alberto Savoia, 25.5; 4) **Primordial Sloop**, Express 37, Henry Kleinberg, 33; 5) **No Worries**, J/24, Joe Wells, 35; 6) **Abduction**, Frers 43, Paul Moore, 35; 7) **Fat Boy**, Fast 40, William Tieman, 37; 8) **Galapagos**, J/120, Richard Bulwinkle, 44. (13 boats; 9 races w/2 throwouts)

ETCHELLS BAY CHAMPIONSHIP (RYC: 9/7-9):

1) **Ice Cubed**, Jeff Moseley (with Jeff Thorpe and Ryan Wilson), 10.43 points; 2) **Air Tuna**, Jim, Bob & Patrick Gregory, 17; 3) **Celebration**, Morss/Fischer, 17; 4) **Hyper**, Tom Oller, 21; 5) **Rage**, Vern Neff/Myron Erickson, 47; 6) **#860**, Bob Park, 48; 7) **#529**, Derek Van Der Vorst, 53; 8) **Gargoyles With Goggles**, Jeff Holder, 64; 9) **Caboose**, Dale Hoffman, 69; 10) **#1102**, Kurt Winklemann, 70. (12 boats; 8 races; 2 throwouts)

FUN IN THE SUN (Bay View BC: 9/15: 3 races):

1) **Polpero**, Peter & Parker Jeal, 4 points; 2) **Jalina**, Evie Ashcroft, 10; 3) **Little Svendle**, Laurence Chambers, 13; 4) **Fiskling**, Brad McCrea, 14; 5) **Tulla**, Bruce Leister, 18. (12 Folkboats)

SOUTH BAY YRA #6 (Oyster Point YC: Sept. 15):

BIG SPINNAKER — 1) **Sundancer**, Hunter 34, Bob Carlen. (2 boats)
BIG NON-SPINNAKER — 1) **Jet Lag**, Catalina 34, Roger Roe; 2) **Mer Linda**, Catalina 30, Mark Hale. (5 boats)
LITTLE SPINNAKER — 1) **Summertime**, International Folkboat, Luther Izmirian; 2) **Ala Kazam**, Olson 25, Ralph Kirberg. (5 boats)
LITTLE NON-SPINNAKER — 1) **Motu**, Tanzer 22, Mike Satterlund; 2) **Escape Pod**, Ranger 26, Carroll MacDonald. (4 boats)

FALL ONE DESIGN #2 (Santa Cruz YC: Sept. 15):

SC 27 — 1) **Ciao**, Andy Carson, 8 points; 2) **California Zephyr**, Peter Dalton, 10; 3) **DynaFlow**, Mark Dini, 11; 4) **Sumo**, H. Cassady/J. Livingston, 12. (10 boats)

TUNA 22 — 1) Tara, O. Pritnard, 2.5 points; 2) #539, M. Langer, 3.5 points. (5 boats)

FALL SCORE/DH #2 (Santa Cruz YC; Sept. 16):

OLSON 30 — 1) **Bullet**, Mike Gross; 2) **Spirit**, Larry Rota; 3) **Mas Rapido**, Ken Detrick. (6 boats)

PHRF — 1) **Go Dogs Go**, Melges 24, Peter Dalton. (3 boats)

DOUBLEHANDED — 1) **Gangrene**, Moore 24, Dan Nitake; 2) **Velocious**, SC 27, G.W. Grigg. (4 boats)

COLLEGIATE RANKINGS (as of September 11):

COED — 1) Harvard; 2) Tufts; 3) Georgetown; 4) Boston College; 5) Yale; 6) Brown; 7) Charleston; 8) Hawaii; 9) Old Dominion; 10) St. Mary's; 11) Hobart/Wm. Smith; 12) Dartmouth; 13) Navy; 14) Connecticut College; 15) UC Santa Barbara; 16) Stanford; 17) USC; 18) Vermont; 19) South Florida; 20) Kings Point.

WOMEN — 1) St. Mary's; 2) Dartmouth; 3) Hawaii; 4) Old Dominion; 5) Brown; 6) Tufts; 7) Connecticut College; 8) Yale; 9) Boston College; 10) Vermont; 11) Navy; 12) Harvard; 13) Hobart/Wm. Smith; 14) Stanford; 15) Bowdoin.

ALAMEDA INTERCLUB FINAL RESULTS:

SPINNAKER-A (< 169) — 1) **Mistral**, Conquibin 38, Robert Becker, 9.5 points; 2) (tie) **Wave Rider**, Hunter 31, Mark Rommell, and **Wind Dragon**, Dave Davis, Catalina 34, 10.5. (9 boats)

SPINNAKER-B (169-197) — 1) **Lelo Too**, Tartan 30, Emile Carles, 8.5 points; 2) **Spindrifter**, Tartan 30, Paul Skabo, 9.25. (5 boats; protest pending)

SPINNAKER-C (> 197) — 1) **Dulcinea**, Killerwhale, Mike Mathiasen, 5 points; 2) **Lone Ranger**, Ranger 26, Ken Viaggi, 8.5. (4 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen, 3.75 points; 2) **Bear Territory**, Dave Smith, 8.75; 3) **Casino**, Bill Eddy, 13. (8 boats)

NON-SPINNAKER — 1) **Knotty Sweetie**, C&C 32, G. Johnson, 11.5 points; 2) **Maggie B**, Catalina 27, Matt & Jim Callahan, 12; 3) **Peddler**, Catalina 27, Norm Rehm, 13.5. (9 boats)

F-27 — 1) **Pegasus**, Andrew Pitcairn, 7.5 points; 2) **Three Sigma**, Chris Harvey, 8.5; 3) **Already There**, James Brown, 13.75. (6 boats)

MULTIHULL — 1) **Donnybrook**, F-28r, John Brady, 8.25 points; 2) **Joint Venture**, F-24 Mk. I, Randy Devol, 13.75; 3) **Puppeteer**, F-24 Mk. II, Thom Davis, 15.75. (9 boats)

(6 races w/1 throwout)

HARD CHINE REGATTA (RYC; Sept. 22-23):

SNIPER — 1) Bill Hardesty, 6 points; 2) Hal Gilreath, 11; 3) George Szabo, 16; 4) Doug Hart, 21; 5) Gavin O'Hare, 25; 6) Robin Gales, 27; 7) Kirk Smith, 43; 8) Mike Mack, 44; 9) Nabil Shahin, 48; 10) Andy Pontious, 55. (15 boats)

LIGHTNING — 1) Scott Finkboner, 10 points; 2) Mike Molina, 11; 3) Mike Brewer, 13. (5 boats)

THISTLE — 1) Jonathan Howell, 5 points. (1 boat)

(5 races w/ no throwouts)

FALL REGATTA (Folsom Lake YC; Sept. 22-23):

BANSHEE (PCCs) — 1) Charles Witcher, 5 points; 2) Phil Hodgson, 9; 3) Dean Eppley, 14; 4) Keith Steele, 19; 5) Charlie Hess, 22; 6) Sherron Hart,

23; 7) Daria Eppley, 26; 8) Steve Galeria, 30. (14 boats)

SANTANA 20 — 1) Ken Cardwell, 4 points; 2) Jim Coyne, 8; 3) Mel Morrison, 11. (5 boats)

OPEN KEEL — 1) Gary Preston, Catalina 22, 4 points; 2) Chuck Herman, Catalina 25, 8. (4 boats) (5 races w/1 throwout)

Race Notes

Sale boats of the month: Longtime Sausalito racer **Bill Riley** recently sold **Pearl**, the winningest Olson 25 ever, to Fresno YC member Tom Blagg. **Pearl**, which Riley sailed to six national titles and five YRA season titles, will now reside between Millerton and Huntington lakes — where there are now five Olson 25s! . . . **Van Fowler**, former owner of the Swan 391 **Zeus**, is currently having a megayacht built in Auckland. The boat, a Bill Langan-designed 85-ft. pilothouse cutter, is under construction at the YDL yard in Auckland. . . Prospective SFYC member Rick Wesslund, a former J/24 and PHRF racer, is the latest J/120 owner on the Bay. His blue-hulled **El Ocaso** ("sunset" in Spanish) would have debuted in the Big Boat Series.

Bad news: The gigantic **2002 Laser Worlds** will no longer be hosted by St. Francis YC next August. Apparently the Laser class didn't want to commute four miles to the Berkeley Circle, and StFYC couldn't get the funding to build a ramp for launching Lasers at the Treasure Island Sailing Center. Accordingly, the Worlds will now be held in Hyannisport,

their own division, which will probably draw even more of these designs out of the woodwork. The first 90 boats will be accepted into the race before the waiting list starts, usually sometime in November. If you're serious about racing in the Pac Cup, hurry up and enter! See www.pacific-cup.org for the up-to-date entry list.

Masterful bunch: The StFYC's **23rd International Masters Regatta** will be sailed in late-model, wheels-only J/105s on October 12-14. In alphabetical order, this year's skippers will be Terry Anderlini, Doug Baird, Bill Buchan, Hans Fogh, Larry Harvey, Dave Irish, John Jennings, Bruce Kirby, Bruce Munro, John Rumsey, John Scarborough, **Don Trask** and Dave Wyman. One or two more 'mystery guests' will be announced soon. "The Masters will have a more local, warm and fuzzy feel this year," admitted Trask. "A lot of international skippers are reluctant to get on airplanes right now, and I don't blame them."

New boats: **Carl Schumacher** has a pair of big boats under construction down in Christchurch, NZ. "They're similar, but there are subtle and not-so-subtle differences between them," he claims. The first is a 52-footer for **Mac and Suzanne Lingo**, owners of the Swan 41 **Kaya**. The new boat, to be named **California Girl**, is being created by Ian Franklin (who also built **Reckivist**, **Surprise** and **Q**) for a February delivery. "California Girl is a little more cruising-oriented of the two, but is still a light displacement, fast boat in the style of **Heart**

2002 Pacific Cup Entries, Round II*

Yacht	Type	Owner	Homeport
Gravity Storm	J/29	Michael Brockman	Vancouver, WA
Phalarope	Santana 30	Roger Wise	Alameda
Halcyon	Olson 911 SE	Don Stoneburner	San Francisco
Synge	Synergy 1000	Mike Amirault	Seattle, WA
Coquelicot	Ranger 33	Bob Gray	Berkeley
Spirit	S&S 34	Steve & Ann Lewis	San Francisco
Red Sky	Olson 34	Brian Boschma	San Francisco
Oeno**	J/105	Tony Soter	Napa
Mystic	Cape Dory 330	Duane Yoslov	Sausalito
Flite	Olson 40	Sam Galdes	San Francisco
Bequila	Beneteau 411	Dennis Rönk	Vállejo
Gaea	Tayana 37	C.G. Ingersoll	San Francisco
Goliard	Slocum 43	Larry Clark	San Francisco
Sceptre	J/130	Bob Musor	San Francisco
Sangvind	Farr 48	Duane & Darrel Jensen	Oak Harbor, WA
Haka	SC 50	C. Cunningham & M. Travis	Santa Cruz
White Caps	SC 50	Bob Nance	San Francisco
Bay Wolf	SC 50	Kirk Wilson	San Pedro
Azul	SC 52	Azul Charter Corp.	Cape Arago, OR

* as of September 19 (see last month for first 42 entries)

** doublehanded

Mass., in September. . . Good news: Next July's **West Marine Pacific Cup** is now up to 61 entries, with more pouring in every day. There are enough SC 50s (seven) and SC 52s (six) for each to have

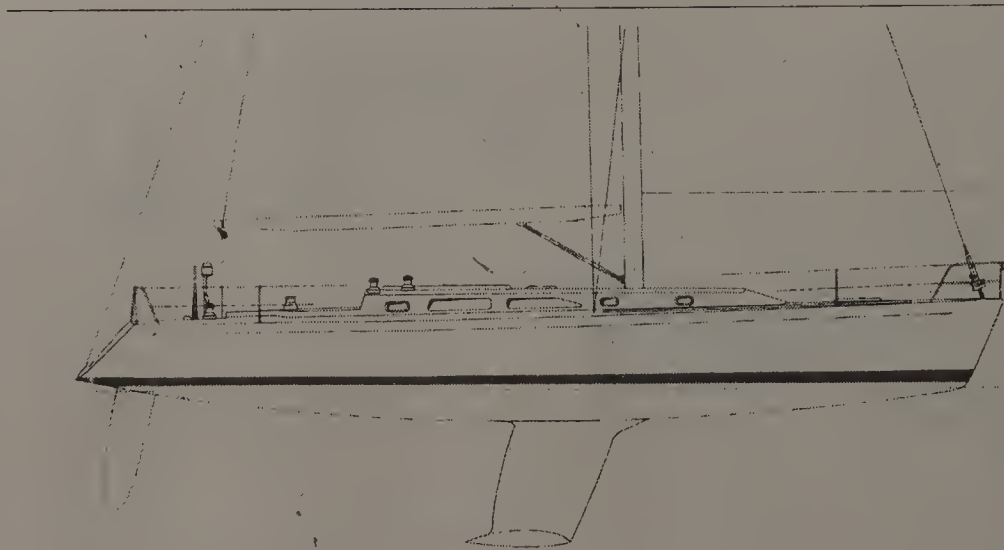
of **Gold** and **Surprise**," said Schumacher. The Lingos ultimately intend to sail around the world in their new boat, with some casual racing along the way.

The second boat, an as-yet unnamed

THE RACING

50-footer, is for **Jim and Debbie Gregory**, active Etchells and big boat sailors. The Gregorays' boat is slightly more performance-oriented, as they will do long distance races with it after completing a projected year and a half South Pacific cruise with their two young boys, Patrick and Christopher. "Debbie and I have been talking about this since we got married," said Jim, a Danville software salesman. The new boat is being built by Davie Norris, formerly the shop foreman at Franklin's, for a May launching. Both boats will have composite kevlar/e-glass hulls over a balsa core, with fractional, carbon rigs with swept-back spreaders and non-overlapping jibs.

Team players: The last 35 members of the **2001 U.S. Sailing Team** were finally released in late August. The top-ranked teams in the final U.S. Olympic classes — men's 470, women's 470, and the new Ynglings — included two local women, **Dawn Riley** (Sausalito) and **Melissa Purdy** (Tiburon). Both crew on a Yngling for Hannah Swett (Jamestown, RI). A complete list of the 2001 U.S. Sailing Team can be found at www.ussailing.org. The



Tuna helper? Etchells sailor Jim Gregory ('Air Tuna') has the above design, a custom Schumacher 50, under construction in New Zealand.

Team recruits and develops sailors for the upcoming Olympics, which are scheduled for August, 2004, in Athens, Greece.

French connection: The 13th edition of the 4,250-mile **Mini-Transat** took off from La Rochelle, France, on September 22. Ellen MacArthur fired the starting

gun. Sixty-six solo skippers, all sailing over-canvassed 21-footers that look like shrunken Open 60s, will stop in the Canary Islands before finishing in Salvador de Bahia, Brazil. As usual, most of the contestants are French, and only one American — 45-year-old Gale Brown, an Annapolis marine surveyor and mother of three teenagers. Very few Americans have done the Mini-Transat, though — Bay Area legendary singlehanded

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erton Smith — won the race overall in his Wylie-designed *American Express* in 1979.

Downsizing: At their September 13 meeting, the **Small Boat Racing Association (SBRA)** came close to disbanding their organization after 64 years. A 'sunset clause' was passed, which expires in January, 2003, with the following provisions: just two officers will remain (president and treasurer); SBRA will continue to maintain their website

(www.sbra.org); there will be no individual memberships now (just yacht clubs); and SBRA will only host one event, the Clear Lake Regatta, in 2002.

Grand prix circuit: Swiss America's top backer **Ernesto Bertarelli** won the **Alex Farr 40 Worlds** in Cowes in mid-September, sailing *Alinghi* with pros Russell Coutts (tactician), Warwick Murray, Simon Daubney, and Curtis Newett. Bertarelli, who also won the 12-metre World Championship at the Jubilee in August, claimed, "The 40s win was



Stanford grad student Vjeko Svilan clinched this year's Redwood Cup Series with the school's tired J/24 'Fon Soun'. See 'Box Scores'.

better than the 12s because I was helming!" Top Americans in the 22-boat fleet were Jim Richardson's *Barking Mad* (7th) and George Coumantaros' *Bambakou* (8th). . . **Dennis Conner** won the 43-boat Etchells North Americans in Macatawa, Michigan. . . Terry McLaughlin took the **Canada's Cup** back to Canada last month, defeating Bayview YC defender Bob Hughes 7-5 in the Farr 40 match race

series. This was the 19th edition of this classic series, which the U.S. now leads 11 to 8. See www.byc.com for lots more.

Little Boat Series: Though the 38th Big Boat Series was canceled for obvious reasons, some folks — a minority, for sure — wanted to go racing anyway. Accordingly, they hired **Matt Jones** to put on a three-race Cityfront series on Saturday. Five J/120s, two J/105s, two Schock 40s and a handful of PHRF boats partici-

pated in winds strong enough to dismast **Secret Squirrel**, a Schock 40. "It was a low-key thing," said Jones, who donated his fee that day to the Red Cross 9/11 Fund. "Everyone needed to get their minds off what happened last week, and this just seemed like an appropriate form of therapy." Many of the same boats and sailors participated in the National Day of Mourning the day before by sailing under spinnakers down the Cityfront to Pier 39, where they threw a wreath and flowers into the water.



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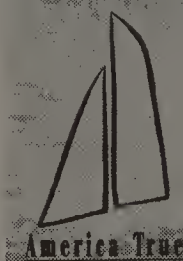
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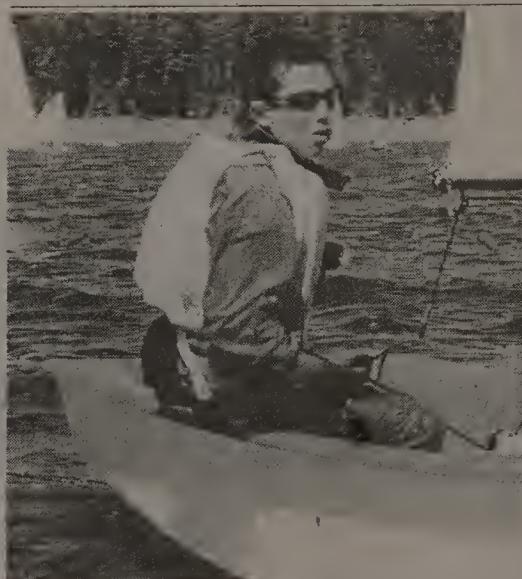
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THE RACING SHEET

Solo sailors: The September 2002 **Around Alone Race**, now owned and run by Sir Robin Knox-Johnston out of England, has a preliminary entry list of 23 competitors from 13 countries. Six Americans, including Californians Brad Van Liew (50-footer *Megellan Alpha*) and Bruce Schwab (60-footer *Ocean Planet*), are signed up. There's still time to buy a boat and enter — the local Open 50s *Etranger* (ex-*True Blue*) and *Pegasus* (ex-*Balance Bar*, ex-*Newcastle Australia*) are for sale for \$219,500 and \$225,000, respectively. In addition to the Open 60s and 50s, the next Around Alone will add a new class for Open 40s. Go to www.aroundalone.com for the full story.

Fast women: While many national championships have been canceled in light of recent events (casualties include the Adams Cup, the Mallory Cup, the Champion of Champions, the Crystal Cup at Atlantis, etc.), the **9th Rolex International Women's Keelboat Championship** went on as scheduled on September 23-28. Sailed in J/22s in Annapolis for the first time, the prestigious biennial event attracted a record 61 teams. California



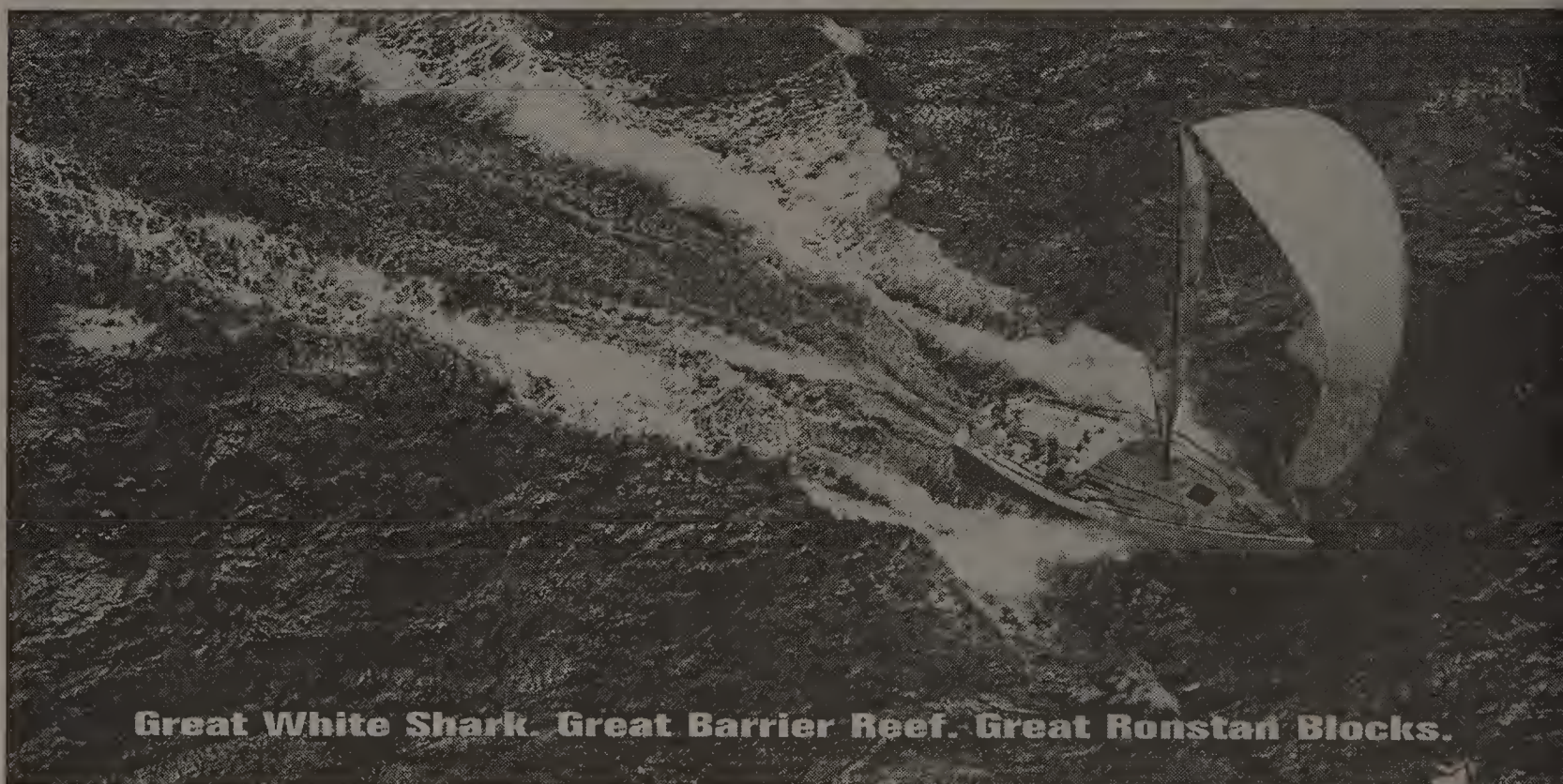
COURTESY PINECREST NEWS BUREAU

14-year-old Santa Cruz sailor Brooks Reed has been on fire this summer — at the El Toro Worlds on Pinecrest Lake (above), he finished second overall in fleet, losing only to Jim Warfield.

fielded six teams: Farr 40 owner **Deneen Demorkas** (Santa Barbara), who will have Betsy Alison calling tactics and Bay Area sailors Terre Layton and Aimee Hess as crew; Kaya Haig (Alameda); Liz Hjorth (Marina del Rey); Mary Brigden Snow (San

Diego); Stephanie Wondolleck (San Rafael); and Donna Womble (Carmel Valley). The field is teeming with talent, including six past Rolex Yachtswoman of the Year (five-time winner Alison, Pease Glaser, Cory Sertl, Courtenay Dey, Susan Dierdorff-Taylor, and Jody Swanson). Check out www.ussailing.org to see who is wearing a new Rolex.

Gold rush: Seattle brothers **Charles and Jonathan McKee** won the **49er World Championship**, sailed on Italy Lake Garda on September 14-22. The McKees, who took the bronze medal in 49ers at the Sydney Olympics, topped record 155-boat fleet representing 20 countries. Andy Mack and Adam Low finished 13th in the 25-boat Gold fleet. The **53rd Colorcraft Gold Cup**, an international match race series in IQDs, gets underway in Bermuda on October 14. With the opening rounds of the America's Cup now just a year away, the regatta has attracted key players from most of the syndicates. Ed Baird, Dennis Conner, **Ken Read**, Peter Gilmour, Gavin Brady, Peter Holmberg, Bertrand Pacé, and Chris Laidlaw are among the 24 invited skippers.



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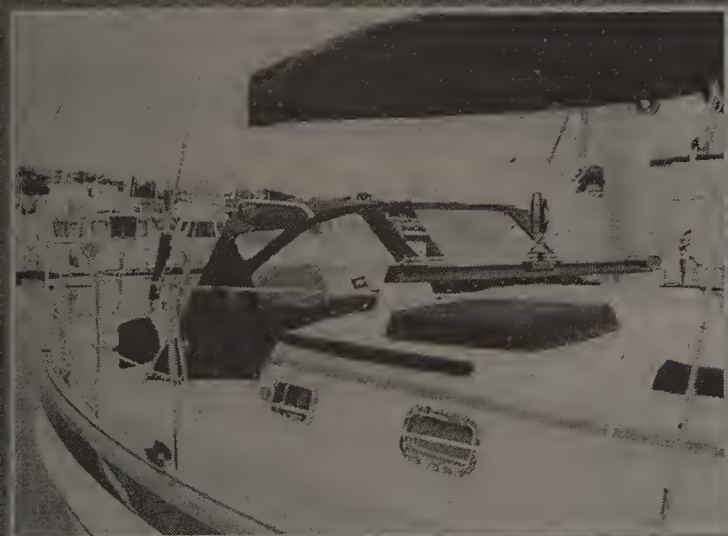
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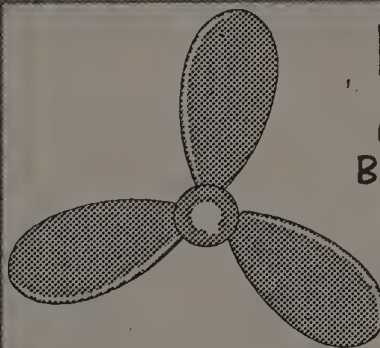


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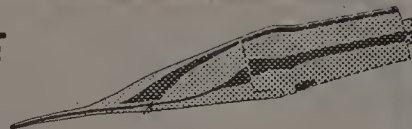
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With reports this month on **Current Travel Considerations Overseas and at Home** and a family's first charter **in the Land Down Under**.

To Go or Not to Go: Travel Strategies for Uncertain Times

Each month readers look to *World of Chartering* for insights and advice on taking sailing vacations around the world. But this month, in the wake of the recent horrific episodes of terrorism, we're naturally a bit reluctant to make blanket recommendations. Suddenly, we all find ourselves in uncertain times, and there are, of course, many new issues to confront when contemplating travel — especially overseas.

As we've all heard, there is one school of thought — perhaps most vociferously adhered to by Winston Churchill during WWII — that advises us to stick to our daily routines and do everything we'd normally do (albeit with an added measure of caution): show up for work, shop as we'd normally shop and travel when the need or urge arises. To do otherwise, the thinking goes, would be to cave in to intimidation, thereby letting the terrorists "win."

Another philosophy would have us stocking up our pantries as if expecting a long siege, foregoing all but the most necessary purchases and postponing all nonessential travel until every terrorist cell has been ferreted out and dealt with.

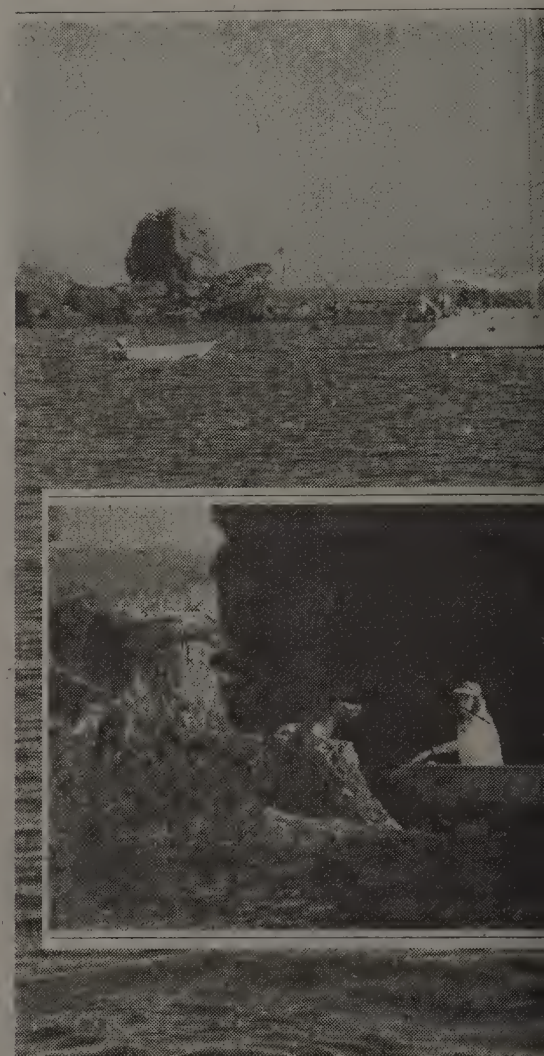
While we acknowledge that certain aspects of life in America may never be quite the same as before September 11, we definitely lean toward Churchill-

for sailing trips beyond our local waters.

The physical exhilaration, solace and serenity of a couple of weeks in some far flung tropical sailing venue is what gets us through the rest of the year without a personal meltdown. Those wonderful adventures with friends and family give us something special to look forward to throughout the year, and they invariably give us fond memories that we'll cherish for a lifetime. Consequently, we're not eager to give up something so important to ourselves and our family members — and if Churchill were still around he'd probably agree.

So assuming you too are still bullish on traveling to out-of-town sailing venues, how do you factor in the far-reaching ramifications of our new "war"? How will new airline policies affect pricing and logistics? What areas should be avoided?

While it's too soon to know the long-term affects of the travel industry's cautious new stance, it's safe to say that air travel will be affected far more than hotel or boat operations. At least for the foreseeable future, you can count on fewer flights to choose from and longer check-in procedures with greater scrutiny on all luggage. (Some airlines may outlaw carry-ons all together, while others will only forbid specific items.) The up side is that after security is enhanced, airports as well as flights — at least those originating from the U.S. — should be



security procedures will be costly, but whether those costs will be borne by the government or passed on to the flying public remains to be seen. Since bookings have already taken a nosedive, substantial price increases could further injure an already-crippled industry. If ridership stays low, we may even see some discounted rates to entice folks to start traveling again. But don't hold your breath.

As far as charter operators are concerned, it seems to be pretty much business as usual. We checked in with several large bareboat operators and none have felt a need to substantially alter policies or procedures. Phones have been a bit quieter than normal, but we're told that there hasn't been a great rush to cancel or reschedule upcoming trips — and to date, we haven't heard of seriously discounting prices to stimulate new bookings.

With all likelihood, that shouldn't be necessary. When you think about it, places like the British Virgin Islands, Tonga and Fiji would hardly be prime targets in *any kind of war*. Yet naturally, lots of folks who would typically be planning winter getaways this month might be reluctant to make a financial commitment right now, even though savvy travelers always make bookings well in



COURTESY TMM

esque thinking when it comes to recreation and travel. We don't know about you, but we'd go bonkers if we didn't get out and get a little recreation once in a while. Sailing the Bay, hiking, biking and the like all serve as anecdotes for the stresses of modern living, benefiting body, mind and soul. And the same goes

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How flight prices will be affected is anybody's guess. Certainly intensifying



LATITUDE/ANDY

Okay, so maybe it's not all that practical to drive to La Paz, but that charming Mexican town is a short flight from home, and it serves as the gateway for exploring the amazing Sea of Cortez.

advance to get their pick of boats and charter dates. So let's look at several strategies.

First, you should understand that to hold a boat, most bareboat companies require a 25% deposit, with the balance due 60-90 days prior to the charter dates. (Luxury crewed yacht charters generally require a 50% deposit, with the balance due shortly before sailing.) You could employ the strategy of waiting until the last minute to commit, but, of course, you might not get the boat type or dates you want. What's a sailor to do?

This debate brings up trip cancellation insurance. These are special travelers' policies offered by most charter firms and travel agents (although underwritten by third parties), which generally cover loss or delay of travel due to illness or injury (of the traveler or his/her immediate family). Policies differ from company to company, but we're not aware of any that cover acts of war (whether declared or undeclared), so they won't help if further incidents give you cold feet regarding travel.

Some folks have told us they intend to travel as frequently as before, but may

choose vacation destinations closer to home. During summer (and even now, in the fall) you could avoid flying all together and simply drive to a variety of prime charter bases such as Vancouver, Seattle, San Diego, Santa Cruz or Santa Barbara (with its access to the Channel Islands).

If you're comfortable flying domestically, but are nervous about going overseas right now, this may be the year to check out the underpublicized chartering possibilities in Florida, the Chesapeake, the Great Lakes, Maine, Hawaii and Alaska. All have ample supplies of late-model charter boats.

Another compromise approach would be to pick international destinations close to home such as Belize (where both TMM and The Moorings now have bases) or La Paz, Mexico, gateway to the Sea of Cortez (Moorings base only). Both are great winter destinations requiring relatively short flights.

An alternate plan — especially if you've been lusting to see your SUV perform on rough terrain — would be to drive down the Baja Peninsula to La Paz, stopping along the way to check out the gray whale spawning grounds near Guerrero Negro. Seriously, you can camp

at the water's edge or find simple accommodations in town, then hire a *panga* to take you inches from these peaceful giants. We know folks who did this with their kids and loved it. They then, continued on to La Paz for a sailing charter.

We can't think of any charter destinations we'd absolutely avoid right now, but we'd be willing to bet that bookings for far flung places like Turkey, Malaysia and Thailand will be down this year. That being said, if you are undaunted by recent events, this could be the winter to visit some places that you've previously avoided due to their extreme popularity — for example: Christmas in the BVI, St. Barths or Antigua.

Of course, no one really knows how dangerous or benign foreign travel will be in the coming months. But we would optimistically predict that travel to most sailing venues will be virtually unaffected. Not unlike booking a Caribbean charter during hurricane season, there is, of course, some risk, but the odds of avoiding trouble are heavily weighted in your favor. Ultimately, we can't give you all the answers. Every would-be charterer has to assess what feels comfortable and make his/her own decisions.

As for us, we plan to put our fears aside, and fulfill several planned trips to Mexico, the Caribbean and possibly the South Pacific. Let's face it, today, just as prior to September 11th, we're much more likely to be injured in a car crash on the way to the airport than to suffer harm at the hands of some wacko terrorist.

In this time of great despair, we hope not to lose sight of the things that make life worth living, such as quality time with friends and family. For us, and, we'd guess for many who regularly read these pages, family sailing trips are a key element in that equation. So sail on, and God bless America.

— latitude/aet

High Adventure in the Low Latitudes

"There it was again, a crunching and scraping sound that coincided with a building gust of wind. My husband, Tyler, and I sat up in our bunk, blinking in the crisp darkness of the tropical winter. Tyler pushed the backlight button on our handheld GPS and in the dim glow I saw his sleepy, puzzled expression. "The reading is the same," he whispered. "According to this, we haven't moved." I wanted to believe it. I wanted to just go

WORLD

back to sleep in the cozy bunk of our chartered catamaran, on this, our first-ever sailing vacation, but I didn't trust the GPS.

It was the last night of our seven-day charter and we were anchored off an uninhabited island in the Whitsunday Group, which lies off northeastern Australia. This was our dream vacation, a reward to the whole family for putting up with Mom being in graduate school for seven years. I wanted everything to be, as the Aussies say: "No worries, no problems." But my guess was that the anchor was dragging and now we would have to do something about it — in the dark, on an unfamiliar boat, on our very first charter.

Before I finish the story of our anchoring debacle, though, let me give you a little background. Tyler and I chose the Whitsunday Islands for our first charter mainly because it was off the coast of Australia (the continent where my mother's family lived, whom we would be visiting), but also because of the descriptions we'd read of the largely uninhabited island group.

Our local sailing club, OCSC in Berkeley, helped us set up the charter with The Moorings and assured us we would do just fine considering our two years experience sailing J/24s in San Francisco Bay. For crew, we had our two sons, Steve, 12, and Alex, 10. Our boat, named *Catburgler*, was a 36-ft Corsair catamaran, and she was all ours for a week — just long enough, we thought, to get the flavor of cruising, to cover some ground, and to maybe learn some new tricks.

The adventure began with a flight from Brisbane to Hamilton Island, the main resort island of the Whitsunday Group and the only one with a jet airport. We spent four days ashore prior to our charter, playing in the hotel's pool, sailing tiny catamarans and paddle boards off the beach and relaxing in the tropical winter.

One day, we went out to the Great Barrier Reef with a small commercial diving outfit. The reef lies about 30 km east of the Whitsundays, so you have to take a fast power boat to get out and back in a day. What an incredible experience! If you're planning a trip there, consider going out with a small outfit rather than one of the huge commercial enterprises. We received excellent, personalized service, perfect gear (including special optical masks for the glasses-wearing adults), and delicious food. On the return part of the reef trip we saw a trio of breaching humpback whales.

After self-provisioning the boat to suit

the peculiar tastes of Tyler and the kids, we did a thorough checkout with the folks at the Moorings charter office. Our charter agreement included a half day with a "Friendly Skipper." I suppose that was so the charter company could make sure we knew what we were doing before giving us a quarter-million dollar boat. We understood that if we were deemed inept, we'd have to have the skipper on board for a full day or more.

We thought this was a great idea because we'd never sailed a big catamaran. Actually, we'd never sailed anything bigger than a J/24, so we were dearly looking forward to some instruction from a real skipper. What we got was about an hour of "Here's how you tack. . ." (with the engines on), then "Here's how you gybe. . ." and a quick tour of the electrical system, which was complicated and mysterious to me, but not to 10-year-old Alex.

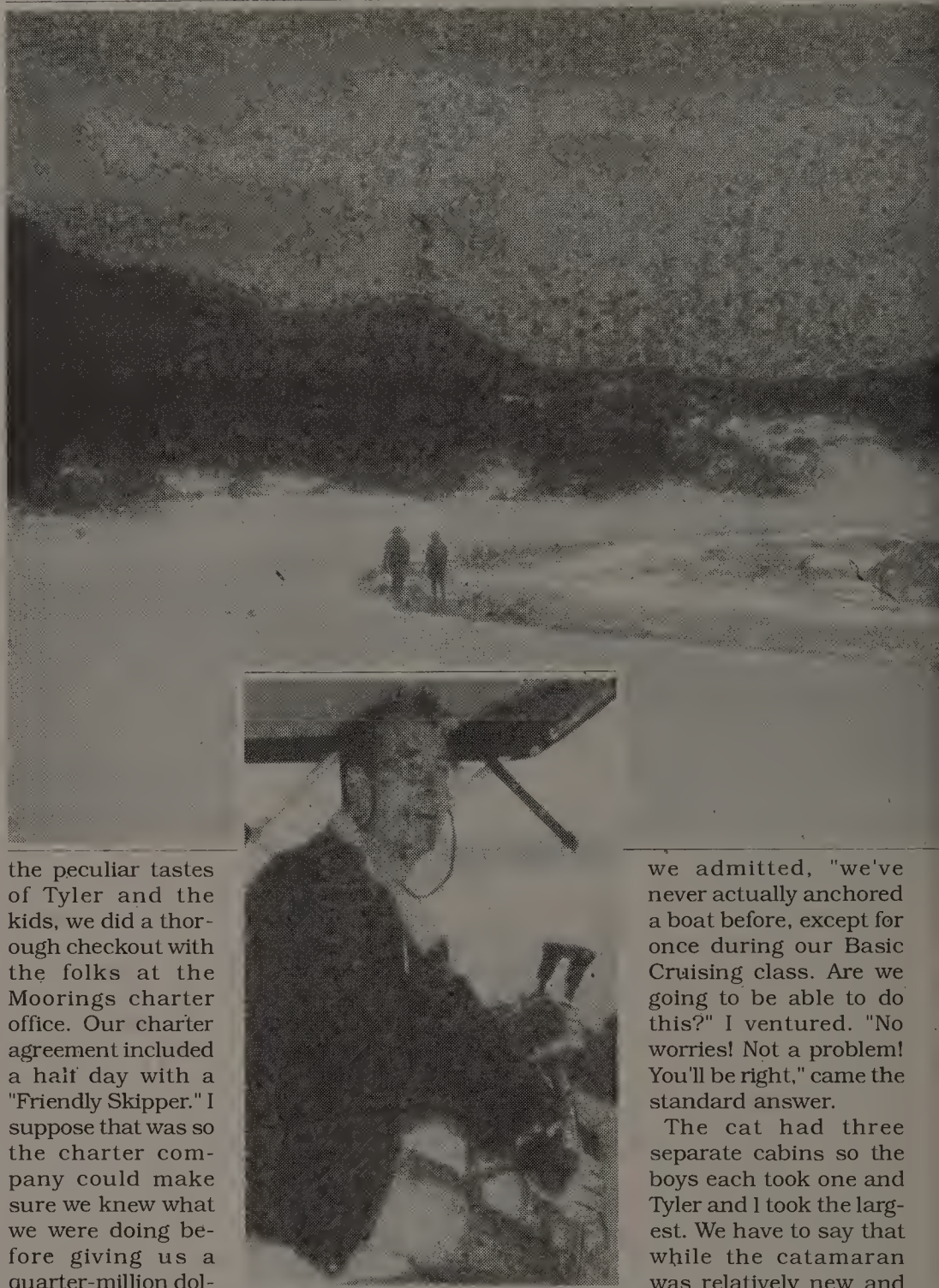
The anchoring lesson consisted of: "Push this button to release the anchor," and some safety stuff. "Uh. . . you know,"

we admitted, "we've never actually anchored a boat before, except for once during our Basic Cruising class. Are we going to be able to do this?" I ventured. "No worries! Not a problem! You'll be right," came the standard answer.

The cat had three separate cabins so the boys each took one and Tyler and I took the largest. We have to say that while the catamaran was relatively new and

well-kept, it was not as exhilarating to sail as a well-tuned monohull. To sail to windward required the assistance of the twin diesel engines and we found ourselves motoring or motorsailing for most of our trip. Somehow, this fact annoyed our sailing sensibilities, but the surrounding islands and scenery more than made up for the muffled roar from the engines.

The first few days of our charter saw unsettled weather, causing rain squalls and unusual wind patterns. The locals blamed it on *La Nina*, the opposite swing of the pendulum from *El Nino*. We were expecting the typical trade wind pattern,





Spread: Whitehaven Beach is a South Pacific classic. **Above:** Mom dabbles in the galley, while (left) Dad navigates to the evening's anchorage.

TYLER BAND & JANINE WEBER-BAND

coral patches (or over them if the tide was in) as the guys hung their heads over the side, wearing their snorkels and masks.

It wasn't difficult to keep the boys amused and occupied during the week on the boat. They were quite happy, reading novels, drawing in their sketchbooks and playing card games. We also made an effort to involve the boys in choosing the day's itinerary. For this we relied on the very excellent cruising guide, 100 *Magic Miles in the Whitsunday Islands*. We explored several of the hiking trails listed in the guide, one of which led us to aboriginal cave paintings and a (dry) waterfall on Hook Island.

Every chance they got, the boys would build sand castles on a beach. Each effort became more unorthodox and elaborate than the previous one. I think their time away from TV and other input of normal everyday life released some creativity that was expressing itself architecturally.

On our last afternoon, anchored at Chalkie's Beach, the boys delighted in the beautiful, fine, clean sand and built a sand city with sweeping ramps, winding bridges, and sculpted towers. They called it Apollo's Castle. While I read a novel on the trampoline, I watched them play for hours with complete freedom: no worries about being too loud or too outrageous or too silly.

We had planned to lie at anchor just off the patch reefs at Chalkie's Beach for the afternoon, and then move to a more sheltered spot for the evening. The afternoon weather report warned of a shift in the wind, and during our 4 p.m. check-in with The Moorings, they suggested a different overnight location. But it was so calm and warm and the boys didn't want to leave the beach. Besides, we were tired because a series of silly things had kept us from getting a full night's rest for the last several nights — not the least of which was breaking a cardinal rule by bringing cardboard boxes on board that we later realized were infested with cockroaches!

Anyway, this brings us back to the anchoring debacle we alluded to earlier. That night we sensed that our anchor was dragging. Perhaps because we were a bit sleep-deprived, a funny thought skipped across my consciousness when I realized we were about to face something neither of us had ever done before, something that could conceivably be dire and possibly cost us big bucks: "When

in panic, fear or doubt; run in circles, scream and shout." But, then calmer thoughts prevailed and I roused myself from the bunk to deal with the situation.

I looked out into the moonless dark night, there were no shore lights and very few mast lights to help me gauge our relative location. I made my way to the bows to check the anchor bridle. Placing my hand on the taut nylon rope, I could feel the grinding and skipping of the anchor. Before this trip, we'd never anchored a boat before (for real), or used an electric windlass, so we were not exactly brimming over with confidence. But we did know to let out more scope.

With a boat lying directly downwind of us, however, we couldn't let out too much more, and the anchor still didn't set.

As we neared the downwind boat, I jumped in the dinghy and motored over to our neighbor to alert him. Already awakened by our flashlights, he pulled his anchor and moved to the upwind side of the anchorage.

The anchor continued to skip, so we decided to start the engine, drive forward, pick up the anchor and move to a better spot. The port engine fired up right away, but the starboard engine would do nothing! What? Did we leave the refrigerator on too long and drain the battery? Were all the electrical switches turned the right way? We checked and rechecked and still couldn't understand why the starboard engine wouldn't start. With only one engine, the boat couldn't go in a straight line.

Remembering what we'd read in our textbooks, we decided to deploy the second anchor. After straightening out the tangled mess of nylon rode, young Steven motored Tyler out in the dinghy and they eventually dropped it. But it too, soon seemed to be dragging. What next?

As we continued to slowly drag along the beach, we approached another anchored boat. I had visions of writing huge checks out while large Australian cops stood behind me tapping their billy clubs against their massive thighs. "Should we call for help?" we wondered. "Not yet, let's see what happens."

"We tried to collect ourselves and consider again what else we could try. But we were getting closer and closer to our new neighbor. Beyond him was a menacing rocky shore.

I picked up the VHF microphone and, feeling like a complete failure, put out a distress call. "Umm, I'm not sure how to do this, but this is a distress call. We are a vessel in distress. . . Umm, *mayday!*"

Although it was very late at night we

with steady southeasterlies. But unfortunately we had shifty winds that always seemed to come from the direction we were heading.

During our checkout meeting, the guys at The Moorings had explained to us about the tidal currents and how to time our transits through the narrow interisland channels. We were told it was a good idea to avoid a south-flowing current and a north-blowing wind within a channel because large standing waves tended to form under those conditions. Also, when the tidal current was at a maximum, a phenomena called overfalls occurred within narrow passes, forming waterfall-like steps between two different water elevations. Later, when we found ourselves driving to windward through them, we learned to love the cat's twin diesels.

Many of the islands in the Whitsunday Group are surrounded by fringing or patch reefs that are perfect for snorkeling. We anchored or moored the boat — occasionally there were special moorings available — a safe distance away from the coral and swam out from the transom swim steps. Unfortunately, the water was pretty cold, as it was during the austral winter. So we invented a new trick: dinghy snorkeling. I slowly drove the dinghy near the edges of the

WORLD OF CHARTERING

immediately received two answers. One was from the *Weatherly* whose captain said he would come out to assist. We pictured a big red and white Coast Guard boat with four or five burly men on board. Wondering if we would have to pay thousands of dollars to be rescued, I put the kettle on in anticipation of making our saviors some nice warm tea.

As we drifted dangerously close to our new neighbor, I clambered into the dinghy again to warn him of his peril. After a lot of yelling he finally woke up — grumbling, naturally. He too pulled his anchor and motored up the anchorage.

Eventually, about 2 a.m., the *Weatherly* arrived, which turned out to be a charming little sailing yacht. The wonderful Aussie couple on board rafted up to us and tried to help us sort out our problem. Bill's calmness and Kathy's down-to-business attitude helped bring me down from extreme fear to mild fear.



LATITUDE/ANDY

In the Whitsundays you'll find beautiful beaches, serene anchorages, fine snorkeling and — in a cave near this site — Aboriginal carvings.

Bill and Tyler fiddled some more with the inscrutable electrical system, but to no avail. It was decided we would motor forward together and pull our anchors, then reset using their "typhoon" anchor. The heavy anchors still didn't hold, so we gave up and spent the rest of the night motoring into the wind with our port motor balanced by *Weatherly's* to starboard.

Finally at 8 a.m. I managed to raise someone at the Hamilton Island Moorings on the radio. He very calmly talked us through a check of the electrical system. About this time Alex woke up, and even before he asked, "What's going on?" he figured out that a switch in the electrical panel was set wrong! We were in shock. It was impossible for us to understand how a 10-year-old could

just walk in and figure it out, but the starboard engine started right up. God, we felt dumb — but relieved. We should have woken Alex up eight hours earlier!

After all the stress and excitement we were anxious to get back to Hamilton, into hot showers and a soft bed. But we first had to work our way through Solway Pass, a narrow gap that had the tidal current and wind going in opposite directions. We made it through on the second attempt, then had to conquer

Continued on page 200.

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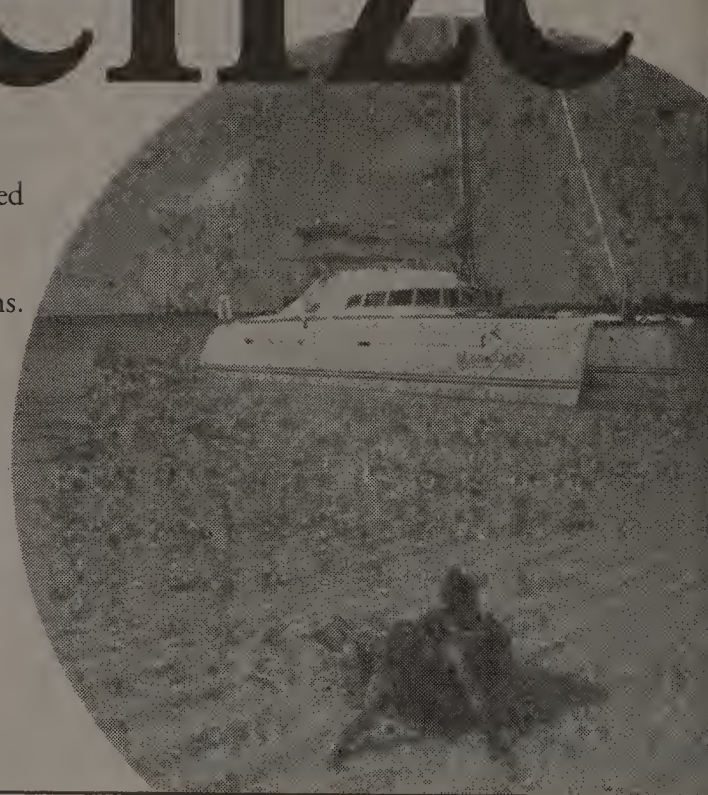
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WORLD OF CHARTERING

Fitzalan Pass on the approach to Hamilton Island Harbour. The tidal current created a 3-foot overfall that is best described as a slowly-moving waterfall but with no rocks. But the big, stable catamaran blasted right through it, and then we were cruising peacefully in the higher waters.

That evening, as Tyler and I watched the sunset over the islands (and as the boys devoured yet another Aussie pizza), we knew we were hooked. As scary as the last 20 hours had been, the week as a whole was absolutely magical. The silly, buggy charter cat; the novelty of cook-

ing and cleaning on a boat; the dinghy snorkeling; the sand castles; the raucous games of Hearts around the salon table — we knew we'd be doing this again and again, hopefully with fewer screw-ups.

—janine weber-band
albany

Janine — Wow! We've got to admire your spunk, but it sounds like your anchoring techniques need a bit of practice. And you're certainly not alone. Poor anchoring skills are epidemic among bareboat charterers, and few of them ever bother to practice in their home waters.

A couple of suggestions for the future: If you find your boat has a non-functioning depthsounder, simply make up an old-fashioned lead line so you'll know where you stand. Also, few companies maintain their anchor chains, so we suggest doing so yourself — every 50 feet or so — prior to leaving the dock. Finally, you can't drive a cat with one engine, although you may have to toggle between forward and reverse to keep it on a straight course at slow speeds. Otherwise, keep on sailing. We can't wait to hear about your next adventure.

— ed

PERFECT HINDSIGHT YIELDS USEFUL TIPS:

- Never bring cardboard boxes or paper bags onboard. Roaches and roach eggs hide in the paper and then will infest your boat.
- Test out all important equipment on a charter boat before setting sail. Check the main and second anchors and their rode, make sure they are ready to use. Check communication and electronic equipment such as the depthfinder. Write down some notes about the do's and don'ts.
- Bring twice as much girl stuff as you think is necessary (if you're a girl you know what I mean). Somehow the sight of a rapidly dwindling supply sends even the coolest traveler into a panic.
- Bring along some sort of log book and record the day's highlights and not-so-highlights. If you write on just one side of the page, you can cut them

out and paste them into a scrapbook later, along with photos and postcards. Also record tidbits of information you get from locals about places to eat, places to visit, good snorkeling spots, etc.

- Carry lots of your own antiseptic, adhesive bandages, after-(too-much)-sun stuff, and ear drops to prevent "tropical ear."
- Bring at least one underwater camera (the one-use kind); prices for such items are exorbitant at resorts.
- Bring your favorite music CDs. Most of the newer boats have CD players.
- Even if you 'confirm' your flights the day before, it does not guarantee you still actually have a place on the flight (it happened to us). Show up at the airport really early so you can handle last-minute snafus.
- Bring two or three different sizes of good Ziploc bags and medium-sized trash bags with twist ties. The boat may not provide them and you're in trouble without them.



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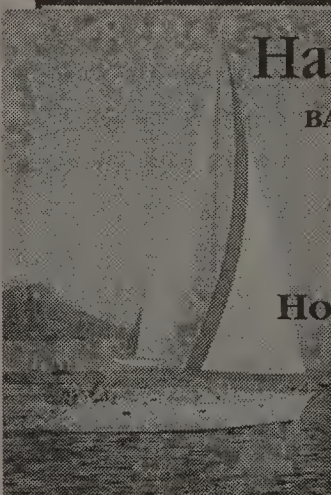
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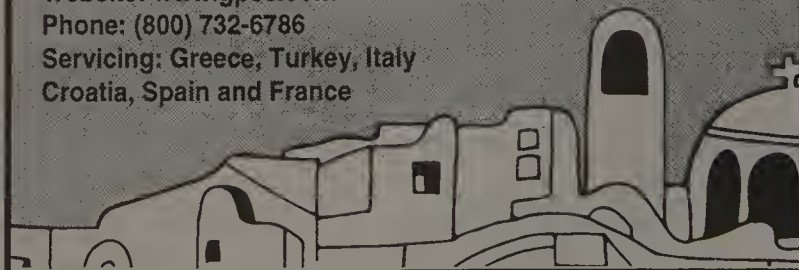
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CHANGES

With reports this month from **Cassiopeia** on a nice donation; from **Misty** on freshwater cruising in the Northeastern United States; from **We Three** on getting the boat painted in Cartagena; from **Aeventyr** on the activities in the Galapagos; from **Speck** on Bocas del Toro; from **Velella** on Papeete; from **Icarus** on the Eastern Med Rally; from **Crocodile Rock** in Nicaragua; and **Cruise Notes**.

Cassiopeia — Swan 65 Rennie Waxlax & Anne Blunden San Blas Donations (San Diego)

We read the August issue letter from Norm Goldie in San Blas about all the good stuff they'd done with the \$420 raised by the *Profligate* charter during the last Ha-Ha. And the Grand Poobah's pledge to raise at least \$1,000 this year to continue the wonderful work Norm and Jan are doing to help the very poor indigent people of nearby Calderas de Cofrado. In order to be a part of it, we've enclosed a \$300 check along with our Ha-Ha entry.

Norm did us a big favor when we first met him in January of 2000. The two of us and crewmember Cindy Flintjer had anchored *Cassiopeia* in Matanchen Bay, put a few things in the dinghy to donate, and headed around the point and into the rivermouth to find the San Blas dinghy dock. Since this was our first time at San Blas, we had no idea that there was a Mexican Navy base at the mouth of the river. And we certainly had no idea that the navy had posted an unmarked panga with a guard at the side of the river entrance. So when the three of us blasted into the rivermouth at full speed in the dinghy with all our attention focused on

Norm stands with Ascension — the blind boy learning Braille thanks to cruiser contributions — and his mother at Caleras de Cofrados.



COURTESY NORM GOLDIE

the channel buoys, we didn't make anything of the whistles we heard. As we later learned, it was the Mexican navy guard whistling at us to stop at their checkpoint. But we blew right by without even seeing them!

We found the dinghy dock about a quarter mile up the river and went looking for Norm and Jan's house. While we were visiting with them, a messenger came to Norm's front door and told him that the navy was looking for us at the dinghy dock. I headed back to the dinghy to find out what the problem was, and Norm volunteered to come along to help as I speak very little Spanish. Believe me, I was astounded to find a Mexican naval officer with a sidearm and three sailors with rifles waiting for me! Luckily I had *Cassiopeia*'s paperwork — we had been planning to visit the port captain after we dropped the bag of donations at Norm's.

After 20 minutes or so of discussing the situation in Spanish that was way beyond my level of fluency, Norm had the whole thing straightened out. I shook hands with the officer and all three of the men with rifles — all of whom had been very friendly throughout the whole misunderstanding. They all laughed when I asked them to pose with me for a group photo. You can bet we stopped at their floating guardpost for permission to leave when we left the rivermouth!

We enjoyed San Blas, and ended up staying for almost a week while we toured the immediate area and inland as far as Tepic. We'll return this year.

Best of luck on your goal of getting over \$1000 for the wonderful work that Norm and Jan do for people in need in the San Blas area. See you on the Ha-Ha.

— rennie & ann 09/10/01

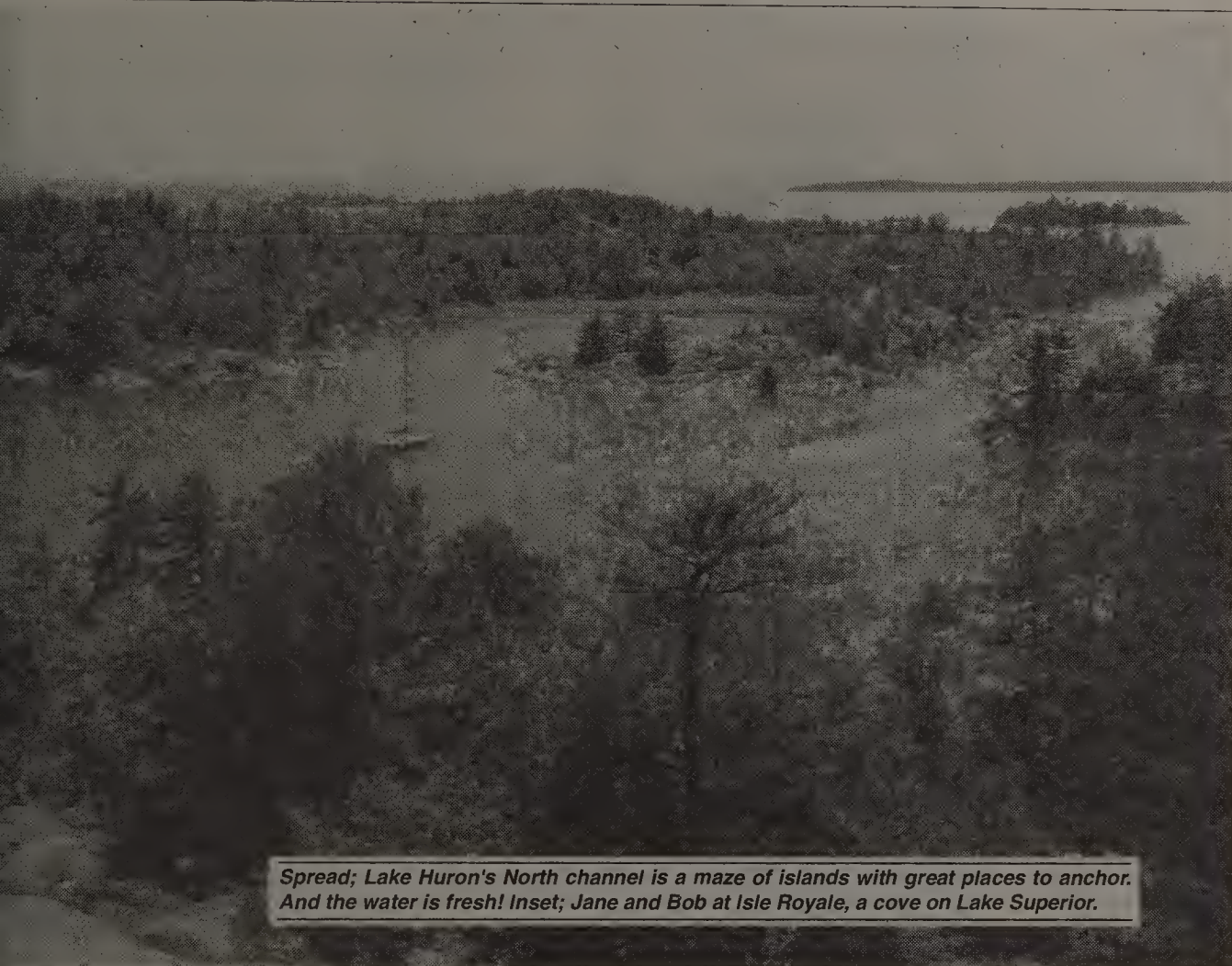
Rennie & Ann — Thanks for your very generous contribution. Because of you and others, we've already raised over \$1,400 — and the Ha-Ha hasn't even started yet. Many readers know that there were a number of problems with the San Blas Port Captain last year, as he insisted that everyone use a service to check in and out. He's been given the boot after the shortest tenure ever in that position. Once the base of all Spanish naval operations in the Pacific, little San Blas is a great place to visit.



Misty — Aries 32 Bob & Jane Van Blaricom Fresh Water Cruising (Tiburon)

Misty, our little 32-foot Aries sloop, spent the winter on the hard at Cape Cod after our cruise last year up the Intra-Coastal Waterway and around Chesapeake Bay. This year the plan was to sail into the Great Lakes and keep going west until the water ran out at Duluth, Minnesota — a three-month cruise of 1,700 miles. The route would take us down Long Island Sound to New York City, up the Hudson River and into the Erie Canal. About halfway along the Erie, we would turn right into the Oswego Canal, then go across Lake Ontario and into the Canadian Trent-Severn Waterway to Lake Huron. Finally, we would traverse Lake Superior and wind up at its western tip in Duluth. It promised to be a cruise of great variety — and turned out to be just that!

Misty got underway on June 4th with sailing friends, Bill Hickman and Bob Smith of Cape Cod, as crew. Jane would join the boat in Tarrytown, New York, with a car for our crew to take back home. Our smooth start was rudely interrupted when



Spread; Lake Huron's North channel is a maze of islands with great places to anchor. And the water is fresh! Inset; Jane and Bob at Isle Royale, a cove on Lake Superior.

Misty, riding a swift current through the Cape Cod Canal, bumped into the usual strong wind and sea blowing up Buzzard's Bay. We bucked into one sea so hard the weld on the spreader light snapped and sent it crashing to the deck! Things got smoother after that, and we had a pleasant, four-day trip to New York City. The climax was a fascinating ride down the East River and around the tip of Manhattan Island.

With Jane now aboard, the two of us started up the broad Hudson River, which provided interesting scenery — especially where the banks rose steeply around West Point and Storm King Mountain. Nice anchorages can be found along the river. We especially liked one behind a little island surmounted by Bannerman's Castle, a crumbling replica of a medieval castle built by an arms dealer who made tons of money selling Civil War surplus munitions 100 years ago. At Kingston, New York, we pulled the mast at a funky little boatyard for \$50, and laid it atop onboard sawhorses we had prepared for just this purpose. We were to remain in 'African Queen mode' until we emerged onto Lake Huron a month later.

At Troy, New York, we paid our \$75

transit fee and entered the historic Erie Canal. Immediately we began to climb a 'stairway' of five high-lift locks, which raised us a total of 169 feet — to the level of the Mohawk River. We would continue to travel along the route of the Mohawk River almost until we branched off into the Oswego Canal 150 miles later, and it was beautiful! Both sides of the river were wooded with big trees, and almost no houses or buildings were to be seen. For that matter, we saw very few other boats and no commercial traffic. The locks were at about five-mile intervals, and were fully-manned and operated by mechanical or hydraulic power. Generally, the area around each lock was nicely landscaped and provided a pleasant place to tie up along the lock approach walls. We seldom shared a lock with another

vessel.

At Oswego, New York, we were on the southern shore of Lake Ontario and facing a 45-mile lake crossing with our heavy mast on not-too-stable sawhorses. So we prayed for calm water. Our wishes were granted the next day, and we rejoiced in a smooth trip across the glassy lake. By late afternoon, we entered a gap leading into the Bay of Quinte, a string of spacious waterways leading to Trenton, Ontario, and the start of the Trent-Severn Waterway. First, however, we found Prinys Cove, where we entered Canadian Customs — by telephone — and reveled in the lovely surroundings

for an extra day.

We were joined at Trenton by Bill and Joyce Hickman, who were our crew through the waterway. The Trent-Severn is 240 miles long, and connects an irregular string of little lakes — and one big lake — that form a passageway between Lake Ontario and Georgian Bay on Lake Huron. It passes through lovely countryside, nice little towns, many waterside cottages, and contains 45 locks — several of which are absolutely amazing. We paid a transit

'Misty' anchored on the Hudson River behind Bannerman's castle, which was built with profits from the Civil War.



CHANGES

fee of \$76 U.S., plus a small fee each time we tied up for the night at one of the attractive lock walls. Each lock also provided nice restroom facilities. Unlike the Erie Canal, there was lots of recreational boat traffic and a lively atmosphere all the way along. Unfortunately, boats drawing over 5'6" cannot get through.

The trip through the Trent-Severn took 10 days and provided a wonderful variety of scenes. Of special interest were two high 'lift locks' which consist of a pair of balanced ascending and descending boxes of water big enough for several boats at once. One enters the box, the end closes, you rise (or descend) about 65 feet, the opposite end of the box opens and you go on your way. Incredible! Equally amazing was a huge marine railway carriage, which took several boats out of the water each time, across a road, then down a steep grade to the water 57 feet below!

At Midland, Ontario, we pulled into a marina where we stepped the mast, a do-it-yourself operation costing \$50 U.S. We were a sailboat again! We sampled an anchorage on Beausoleil Island, but decided we had followed enough buoys and markers, so we forsook the rock-strewn, 30,000 Island portion of Georgian Bay in favor of the wide-open sailing along the southern shore. After wiggling our way out of the rocks, we had a grand sail across to the Bruce Peninsula and the nice little town of Meaford. After a couple of more hops, we were at Killarney and the start of the pristine cruising grounds of Lake Huron's North Channel.

The North Channel is a complex maze of islands, coves and inlets, all set in a stunning mass of pink and white granite. There are endless snug anchorages surrounded by wooded shores, but with plenty of easily navigable water and good sailing breezes in between. It is no wonder that it is the destination of choice for the cruising boats of Lake Huron and Lake Michigan. Surprisingly, by far the majority of boats were sailboats, and we usually shared our anchorages with several of them. The weather was mostly very nice, the water was quite warm — and fresh — so we often enjoyed swimming.

While cruising in Lake Huron, we sometimes mentioned that we were bound for Duluth in Lake Superior. The usual reaction was, "Geez! Don't you know that big ships break in half and sink there?" Indeed, Lake Superior has such an evil reputation for big, steep waves, icy water and sudden thunderstorms, that cruisers from the other Great Lakes don't even consider going there. Luckily, we had been briefed on the cruising conditions on Lake Superior by an experienced couple who



knew the area well, so undeterred, we passed through the Canadian Lock at Sault Saint Marie and emerged onto the bosom of 'The Shining Big Sea Water'.

As *Misty* sailed along the east and north shores of the lake, we realized that we just might be enjoying the last frontier of cruising areas. It was magnificent! And better yet, there was hardly anyone around, either ashore or afloat. We found nice anchorages about every 20 or 30 miles. Our second stop, Sinclair Cove, was one of the best — a tiny round cove with a nice beach, spectacular pink rocks, prehistoric Indian pictographs on the outside cliffs, and water warm enough to swim in. It was an idyllic spot, but only one of many.

We stopped at several other lovely anchorages, then hit the jackpot with a 2.5-mile trip up the uncharted White River to the pool just below some impressive rapids. We would never have attempted this except for the excellent directions in our *Lake Superior Cruising Guide* by Bonnie Dahl. We hiked above the rapids, then crossed the 200-ft deep canyon on a suspension bridge reminiscent of the one in *Indiana Jones and the Temple of Doom*. It

Two different styles of locking. Spread; The Petersborough 'Lift Lock', and (inset), the marine railway in the Trent-Severn Waterway.

was not for the faint of heart, but Jane did it anyway.

The weather during our three-week cruise on Lake Superior was quite good except for one rainy day and a partial day of fog. It was also surprisingly warm, and we swam on many days. To test the notion that Lake Superior has especially big, steep waves, we tried to judge if they were bigger than any normal ocean waves in the same wind. Since waves anywhere are governed by depth of water, fetch and air-water friction, we were unable to distinguish a difference between them and our home-grown variety. If anything, they seemed to be smaller because there was no accompanying ocean swell.

We continued along the north shore of the lake, stopping at the Slate Islands, then at some of the many little islands in the Rosspoint and Nipigon Bay area — an idyllic cruising area with snug anchorages everywhere. With time running out before our truck hauling date in Duluth, we visited Isle Royale and the Apostle Islands, both national parks and fine cruising



ALL INTRACOASTAL WATERWAY PHOTOS COURTESY MISTY

grounds. Then it was on to Duluth and the end of a wonderful voyage.

— bob & jane 9/5/01

**We Three — Fisher 30
Dwight & Fran Fisher
Boat Painting In Cartagena
(Seattle)**

Manuel Ramirez is his name, and painting boats in Cartagena is his game. In May of this year, we sailed our Fisher 30 ketch into Cartagena for a much needed haul-out and paint job. Other cruisers had advised us to head for Trinidad to get the work done, but Cartagena was much closer to our exit from the Panama Canal, and we were in a hurry to get our boat looking decent again.

We hadn't expected to see so many other cruisers at Cartagena's Club Nautico docks, but when we did, we took advantage of their local knowledge to find out who might be the best to do the job. After discussing our needs and requirements with several candidates, we decided to go with a fellow named Manuel. He promised that he could paint the hull and bottom in no more than five days. It ac-

tually took him a total of 10 days, and the extra time meant that we were billed another \$15/day for each of the extra five days in the boatyard. Since we're on a limited budget, we were concerned about the extra cost. We need not have been, as much to our surprise, Manuel absorbed the cost of the extra laydays, and only charged us what he'd quoted in his original written estimate.

The boatyard in Cartagena had only the most basic facilities. Furthermore, the tropical heat in Cartagena would have definitely been detrimental to our mental and physical health had we stayed aboard while the work was being done. So we rented an air-conditioned apartment to stay in while *We Three* was on the hard. While she was hauled out, we also contracted with other workers to help scrape and sand the considerable amount of brightwork on our boat.

The total cost of the project — including the extras of the brightwork helpers and the apartment — came to just under \$2,500 U.S. This included all the paint — including two-part epoxy for the hull and topsides, and some really nasty stuff for the bottom. The quality of work was very acceptable to us, as they did a good job of masking off and there were no paint overruns. Once we got the boat back in the water, we found the few places that needed touching up. Manuel and his crew promptly took care of the problem.

All in all, our boat looks great on the outside. We didn't stay longer to have the inside of the boat made as new-looking as the outside, because we wanted to head to Key West before the hurricane season started in June. We regret not having gotten the inside done, too.

Some folks recommended that we take taxis in Colombia, but we always took the bus on the 45-minute ride from our apartment in Laguito — a very nice section of town — to Ferrocem, where the boatyard was located. Actually, it would have only taken 45 minutes if we could have stayed on just one bus. At times drivers helpfully shuffled us from one bus to another. For example, we'd look for a bus with the right desti-

nation sign, and always told the drivers where we wanted to go. They'd nod their heads, yes, that's where they were headed, and motion us aboard. But about halfway to Ferrocem, they would make us get on another bus. Our Spanish is limited, and we have an even harder time with Colombian accents, so we never did find out why we had to change buses. But kindness always prevailed, so we always got where we needed to go. Aside from a few smart-alec remarks from local teens, we never felt threatened. As elderly tourists, we were well taken care of by the Colombian people everywhere we went. Our month-long stay was enjoyable, educational and not a budget-buster. Can cruisers ask for anything more?

— dwight & fran 10/5/01

**Aeventyr — Tayana 37
Matt Mason & Debra Stearns
Galapagos Islands
(Salt Lake City)**

Our friend Pat McGill arrived with his 9-year old stepson KrisTopher for a nine-day stay with us in the Galapagos this March. They came bearing many delectable gifts: our mail, a new radar, and various treats that aren't available in the Galapagos. It was like Christmas in March. During their stay, we visited many of the tourist and ecological sites. It was a delight to have KrisTopher along, as he's an energetic waterbaby who got us to see everything through his young eyes.

The first day, Pat, Kris and Deb went to the Darwin Center to see the huge Galapagos tortoises. One of the Center's main goals is the preservation of the island's tortoises, as they almost went extinct in the 1930s. All the tortoise eggs from the islands are collected, and the young tortoises are raised in captivity for

Bus service in Cartagena is good, and the bus drivers are helpful. Just don't take a bus out of town after dark. Photo by Judy White.



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the first three years — which is the time they are most susceptible to predators. After that, they are returned to their respective islands to live their lives — which can last more than 200 years! Kris then met some local boys at the public dock. Every day the kids meet at high tide for swimming. While they may not have spoken the same language as Kris, they managed to communicate as only children can.

The next morning we rented a taxi to take us to the town of BelleVista for a tour of the lava tubes. The tube we visited was over a kilometer long and had been formed when the outside 'skin' of a molten lava flow solidified. The tunnels are quite large, and you can walk through them with flashlights. We later visited Devine Ranch, a private tortoise reserve where we got to see four large tortoises in the wild. Later we hiked to the white sands of beautiful Tortuga Bay, where we swam and snorkeled among marina iguanas, which looked prehistoric.

Despite the pace, we were all up bright and early the next morning to jerry jug fuel and water to the boat. We saved quite a bit of money by hiring a taxi to get the fuel and water, then dinghying it out to the boat ourselves. It's double the price when it's delivered. We then hired a tour guide to take us in his 15-ft boat to a small island near the entrance to Academy Bay. The water was clear, and we were able to swim with playful sea lions, sea turtles and a variety of fish. Our second stop was at another part of the bay, where we swam with white-tipped reef sharks. A bit anxious at first, we were assured that we didn't look like lunch to them. Kris even got to touch one. We spent the rest of the day provisioning the boat for the next day's trip to Villamil on Isla Isabela.

The trip to Villamil involved five hours

For seeing seals and other sea life up close, there is no place like the Galapagos.



of motoring and then a couple of hours of nice sailing. On the way, we were treated to the most amazing dolphin show we've ever seen. The performers were large bottlenose dolphins, and you had to be there to appreciate the show they put on. We arrived at the small village of Villamil — which looked like something out of a travel magazine photo spread — late in the afternoon. Although quite small, the village had everything we needed.

After checking in the next day, we had breakfast and then went for a long snorkel. In the afternoon, we took a 45-minute ride in a truck to the base of the Sierra Negra volcano, then rode to the top on horses. This wasn't the kind of horseback riding Deb was used to, as the horses were quite thin and the saddles consisted of rebar covered with tires! Although it sounds odd, the saddles were quite comfortable. The 'bridles' were nylon line tied around the bottom of the horses' jaw with reins attached. It was also primitive, but effective. We had a pleasant ride through the countryside to the rim of the volcano, which last erupted hundreds of years ago. We then took a hike across the lava — it looks much like a moonscape — to active fumeroles where there was the distinct smell of sulphur. The red soil stuck everywhere it landed, so when we returned to Villamil, we treated ourselves to showers at The Blue Dolphin. The best part of it is that we were able to put on clean clothes, as the laundry we dropped off the day before was already done.

Our last tourist experience was a hike to the Wall of Tears. There used to be a penal colony on this island, and they made the prisoners carry the lava rocks from Villamil to a site about five miles outside of town. The wall is quite large — about seven feet wide, 60 feet tall, and 200 yards long. It doesn't appear to have served any purpose other than being something for the prisoners to do. Nonetheless, it is quite impressive. After the hike, a swim in the ocean was most enjoyable. While in Villamil, we got to celebrate Pat's birthday by putting together one of his favorite meals: BBQ ribs, baked beans, coleslaw and brownies.

We returned to Academy Bay, and Pat and KrisTopher flew home a few days later. Since then we were able to get the radar installed — and it works! We are excited about using it, as it has many more features than our old one. It hasn't been all work, though. We've done three dives, two of them ranking as the best we've ever done. One was a drift dive at Daphne Minor, where we saw sea turtles, white-tipped reef sharks, a Galapagos



shark, many fish, and a very interesting rock wall. It was very beautiful. Our next dive was at Gordon Rocks, where we again saw the turtles and sharks, and had two huge manta rays circle above us. They are so graceful! We also saw several moray eels, sculpins, and lots of fish — but the hammerhead sharks didn't show.

We are now getting ready for the passage to the Marquesas. Many boats have left already, but they haven't gotten much wind. We hope the longer we wait, the better our chances the southeast trades will have established themselves this far north. We are excited about the next leg of our journey, but are glad we spent this much time in the 'land of tortoises'.

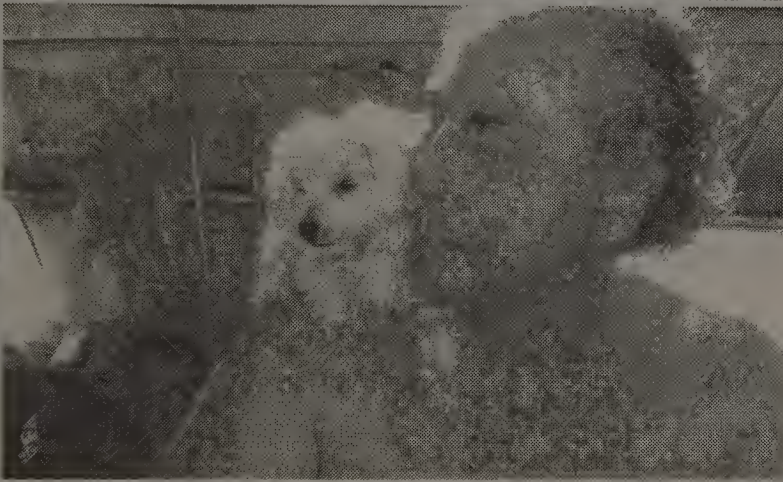
— deb and matt 8/15/01

Readers — In the last issue, Matt and Debra reported on their challenging, 16-day, light-air passage from Z-town to the Galapagos.

**Speck — Gemini Cat
Irwin Studenberg and Judy White
Bocas del Toro, Panama
(Detroit & San Diego)**

The word is out in the world of international backpackers: Bocas del Toro, Panama, is cool. So when we casually walked down the middle of the wide main

IN LATITUDES



PHOTOS BY JUDY WHITE

Clockwise from left: Buddyboat 'Gingi' heads out into the Bocas region. Boquette, a short sidetrip from Bocas in the mountains. Irwin and PeeWee.

street — with small taxis calmly driving around us — we could hear English, Aussified English, French, German, Dutch, and Spanish being spoken. Bocas is a town for young people, and most of the backpackers sported some combination of the international youth uniform. The town has a hippie ambience, and every afternoon vendors set up tables to hawk hash pipes, beaded jewelry, macrame and other items reminiscent of the '60s. The Kuna Indians set up tables, too, but they mostly sold their traditional *molas* and beaded bracelets. Lots of the backpackers carry surfboards, for this area of Panama is reported to be the home of terrific and uncrowded surf spots. The older local residents look perplexed, as Bocas has only recently become so popular.

Even though we visited Bocas in February, the daytime temperatures were in the 80s and it was humid. At night, it dropped into the breezy 70s and reminded me of summer nights in San Diego. The pace of life is slow in Bocas. Kids and dogs, for example, play in the middle of the main street without danger. One dog even sleeps in the street. He's old and looks as

though he's been doing it for years. The island-city's few cars and vans just go around him. Bocas comes alive at night, as does any place with lots of kids. Street performers juggle and swirl flaming batons trying to earn a little money for food, and music bellows out of the bars.

Bocas is located on the Caribbean side of Panama inside a very large archipelago not far from Costa Rica. The area is known for its many reefs, and has many beautiful and uninhabited islands just waiting to be explored. So the area is growing in popularity with cruisers as well as backpackers. Our anchorage to the west of town was so peaceful that we felt as though we were on land. We'd dinghy to shore each day, where we got free dockage at J&J Marine — where we also got fresh cistern water for washing. There's another dinghy dock located at the base of a two-story yellow house next to a small prison. It — meaning the dinghy dock — is unguarded, however. The best bargain in Bocas is located inside the yellow house: an Internet cafe where access was just \$1.50/hour.

In addition to a fine anchorage, Bocas del Toro now has two marinas, both of which are good places to leave a boat in storage when flying back to the States. Marina Carrenero, the older and smaller

one, is run by two Americans. Bocas Marina, which is newer and larger, is located to the west, and has floating docks and a laundry room. It's run by a young Belgian entrepreneur named Bruno and his Chilean wife, who also owns and manages the El Refugio restaurant. The couple are kind enough to allow dinghies to tie up to the restaurant dock at no charge — just be sure to reclaim your dinghy before they close for the night.

Our friends on *Wayward Cru* had a couple of unfortunate experiences with Marina Carrenero. They were three days late arriving — due to bad weather — and were charged for those days even though there was no waiting list for slips. They later left their slip several days before their prepaid 30 days were up. Even though they still had time left on the slip, the management refused to let them park their dinghy there!

Supplies in Bocas are somewhat limited. The two main groceries are more like country stores, with lots of canned and dry goods. Meats, fruits and vegetables are delivered twice a week from the mainland. Even so, we got vegetables from stands that were nice and fresh — including spinach, leeks, red lettuce, romaine lettuce, tomatoes and creamy avocados. So life is good even in this little town! Panama is located in the heart of the tropics, but the high elevations of the continental divide are cool, permitting the farming of non-tropical vegetables.

As in other parts of Panama, the Chinese seem to run most of the hardware and houseware stores. Some are friendly, but others are not. One day Amanda of *Gingi* and I went shopping in a store called La Sincera. When we tried on some beautiful 'broom skirts', one of the waist-ties broke. The Chinese lady started yelling

Judy met Irwin during a daysail in San Diego, and they've been cruising together since '98. Their favorite places are La Paz and Cartagena.



IRWIN STUDENBERG

CHANGES

at us in foul language. Apparently we're not the only ones she's been rude to. Maybe she's suffering from too swift an increase in the number of tourists.

Irwin and I generally found the restaurants in Bocas to be overpriced for the quality of food. Thin, half-dollar size 'mystery meat' patties, beef burritos with two nickel-size spots of beef, and greasy chicken were common. El Picado, upstairs next to the *zocalo*, was an extraordinary exception. The French owners created such delicious meals with French and Middle Eastern flavors that we couldn't stop going back. It's quite the local hangout, too, with an inside bar and balcony seating as well. A young couple from Oregon also opened up an upstairs coffeehouse that beats Starbucks any day. The previously-mentioned El Refugio, hidden around the west corner of the island, has good pizzas and soups. Lunches at the El Lorito cafeteria, across from the park, were a bargain. I got large and delicious portions of chicken, rice, lentils, coleslaw and a Coke for just \$2.50.

American retirees are also flocking to Bocas, and some cruisers have swallowed the anchor to build houses on concrete pilings over the water. Usually they build a dock at the back of the house so they have a place to keep their boats. One such couple is Dan and Laurie Lahey, who headed south from Key West looking for adventure aboard their trawler *Rip Tide*. When they got to Bocas, they fell in love with the area and set up housekeeping on the adjacent island of Carrenero. Laurie even opened up a branch of the arts & crafts store she owns in Key West.

After being in Bocas for awhile, we buddyboated with *Gingi* and *Wayward Cru* to Drago Island, where we had the white sand beaches all to ourselves for three days. We then moved on to another bay, anchored for two more days, and went ashore to visit Dave and Linda Cerruti's 'Green Acres' farm. Spread over several hectares, it's mostly a green forest with lots of banana and coco trees. They process the coco beans into the most delicious chocolate! We all managed to carry away several chocolate balls for use in our morning coffee and dessert recipes. Dave, a former charter captain, and Linda are ex-pats from San Diego. The view from their living room, located halfway up the hill, looks out over the bay where they can see blue skies, green forest and clear water for miles. Cruisers can call them on VHF radio Channel 68 to request a visit to the farm. They love to give tours and swap stories.

The real estate prices in Bocas del Toro are skyrocketing — and seem a bit specu-

lative. There was an uninhabitable dwelling on stilts for sale within jumping distance of the city jail — with an asking price of \$90,000 U.S.! Some homes are listed for more than \$225,000!

Bocas del Toro is nice, free from tropical storms, and a good place to store a boat for a few months. But as we continued northwest to places such as San Andres, it wouldn't be at the top of our list of places to return. But young backpackers might have a different opinion.

— judy & irwin 5/15/01

Velella — Wylie 31

Garth Wilcox & Wendy Hinman
Tahiti

(Port Ludlow, Washington)

What a shock to pull into the big city of Papeete after the solitude of the crossing from Mexico and visiting the lightly-populated islands of the Marquesas and the atolls of the Tuamotus! We hadn't been to a sizeable town since Puerto Vallarta — which in any event has nearly four times the population of Papeete, which only has 100,000.

We arrived in Papeete after three days of light-air sailing, and had to duck a high-speed ferry, a Korean fishing boat, and a small inter-island supply ship while en-

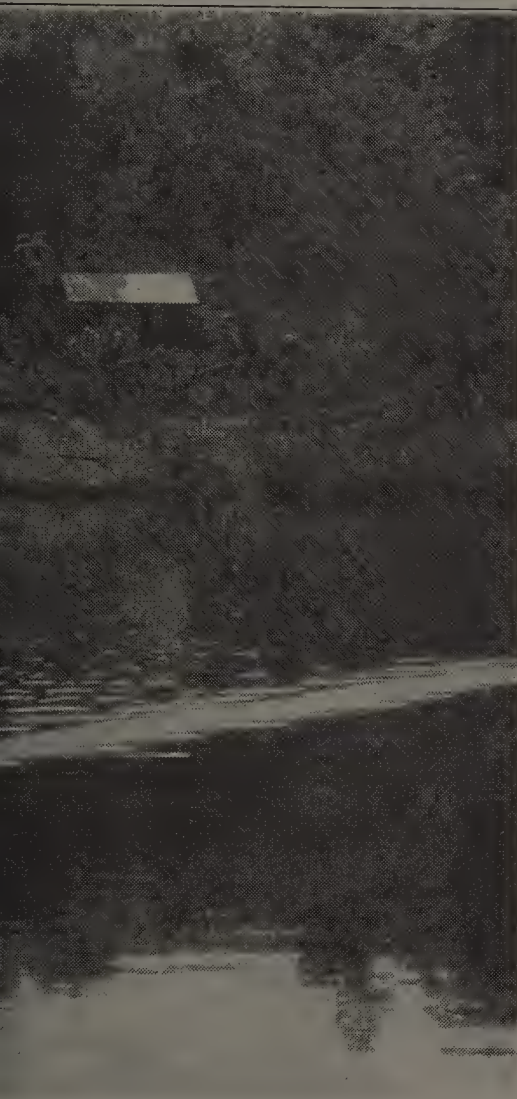


Irwin and PeeWee dinghy back to 'Speck' after a visit to Dave and Linda Cerruti's 'Green Acres' farm.

tering the pass through the reef. We wanted to anchor in a quieter spot away from the famous quay — which is also famous for pesky boarders such as rats, ants and roaches. So we continued west inside the reef and past the airport to Maeva Beach. Port Control requires that boats get clearance to pass both ends of the runway, which is very close to the water. Amusingly enough, seconds after we got permission to pass the end of the runway a plane whizzed right past our mast on its decent to the tarmac!

Upon reaching Maeva Beach, we anchored in 12 feet of water next to friends we hadn't seen in a month. The water was such an aquamarine color that it seemed as though we'd dropped the hook in a swimming pool! When we looked over the side we could see our anchor — as well as the occasional stingray or conch outlined against the white sandy bottom.

We were psyched to enjoy a meal out, so we headed to one of the restaurant trucks — *les roulettes* — for an incredibly delicious \$10 pizza. What a treat! *Les rou-*



JUDY WHITE

tures filling gourmet meals for \$6-10 — such as steak in a pepper cream sauce with fries, fancy pizzas, chow mein, seafood skewers, and more tasty meals than I can remember. Baguettes are a bargain at \$.40, and a baguette with ham is only \$1 in the public market.

The bus ride to downtown Papeete from Maeva Beach took about 30 minutes and cost about \$1. While in Papeete, we were kept busy doing our official check-in, extending our visas, getting email, locating and purchasing marine parts, and provisioning. The supermarkets were air-conditioned and as well-stocked as in the U.S. After the very limited selections we'd seen for the previous several months, it was an overwhelming blast of color and choices. Papeete imports food and food products from all over the world, so you never know what language the preparation instructions will be in.

After some provisioning, a friend kindly offered to tow my dinghy of groceries out to my boat so I wouldn't have to row against the wind. Alas, we stupidly went too fast and the groceries took a drenching. I was afraid for our handheld VHF, camera, and the flour I had just purchased — but was relieved to find that only the outside of the bags got wet. Lesson learned: regardless of how fast a friend's planing dinghy will go, our loaded Avon Redcrest becomes a submarine at anything but slow speeds. I learned another dinghy lesson one day when I rowed the Avon ashore to do a quick errand. On the way back, the wind piped up to 25 knots with chop. I had to keep telling myself I wasn't exhausted, or I would have been blown several miles downwind. At least I still would have been inside the reef.

In the evenings, we could hear the

sound of the Tahitian drums calling to us to watch the dancers perform. We caught several dance performances that also featured beautiful Polynesian choral singing. Usually we were able to watch these impressive shows from the bar for just the price of a drink — which sometimes were \$10 each! I'm not sure how those girls can swing those hips so fast, but I did notice that none of them were over the age of 25 — and many were much younger. One of the most impressive shows featured seven-year-old girls who swung their non-existent hips in a most provocative manner. They were just as professional as the other dancers — and twice as cute.

We had tried to make it to Papeete before the annual Fête celebration, but only made it for the last week. Islanders come from all over French Polynesia to compete in the month-long Fête. We did catch a few special events, including a crafts village, some canoe races and, our favorite, the fruit carrier's race. In the latter event, Polynesian men in traditional dress race around the city streets carrying 50 kilos of fruit tied to a log. Just watching them made my feet hurt.

We planned a big double birthday party with friends on nearby Moorea, but had to break the party into two parts because the birthday girls and half the invited guests were separated by stormy weather in the Sea of the Moon. The 'tragedy' was that Garth had to make his famous cheesecake twice! Yummie.

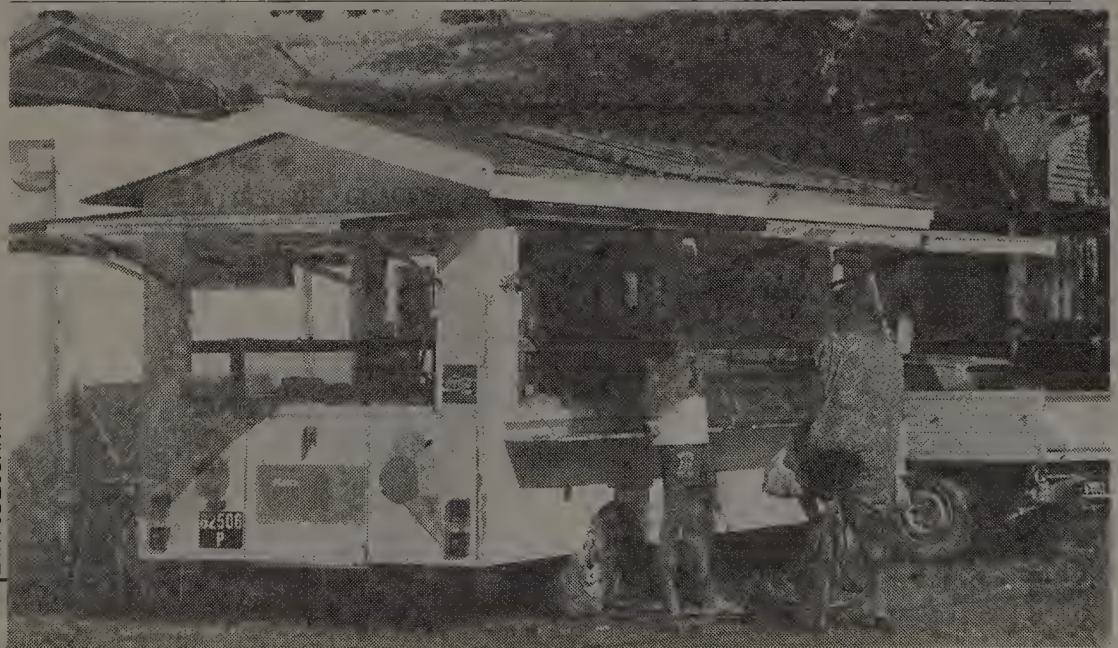
Few cruisers visit the south side of the island of Tahiti because it's upwind, but it sounded too inviting for us to miss. So we sailed to Maraa, then made our way up to Maraa Grotto, an incredible natural cavern deep in the rocky mountain that results in a freshwater lake. We en-

If you want to dine economically in French Polynesia, the 'roach coaches' are your best bet. They're simple, but serve delicious food.

ettes — also known as 'roach coaches' — are basically outdoor eateries consisting of a kitchen in the back of a trailer with stools at the counter or nearby picnic tables.

We'd been warned that Papeete is an incredibly expensive place, and it's true. When in the States or Mexico, I'd be hard pressed to drop \$20 on produce without buying more than we could eat before it rotted. But in Papeete — and most of French Polynesia — \$20 will only buy you a couple of grapefruit, a mango and a papaya — all of which is grown locally and literally falling off the trees a few blocks away! I'm still trying to figure out why many fruits and vegetables imported from Australia, New Zealand and the U.S. are cheaper. I assume that it has something to do with all the French subsidies. We noticed many of the souvenir woodcarvings and Polynesian style *pareos* for sale had actually been made in Indonesia — probably for pennies. Regardless of how expensive fruits and vegetables were, we were excited to have them again after running out in the Tuamotus.

We did find a few 'deals' in Papeete. *Les Brochuttes*, for example, which fea-



LATITUDE/JOHN A.

CHANGES

joyed an intimate but brisk swim in the cave, with ferns hanging down and water dropping from the cavern roof above. The famous painter Paul Gauguin reported that he swam an hour before he reached the back wall. Either he was exaggerating or was a very slow swimmer. But it was a special spot that we're glad we made the effort to see.

We continued southeastward to visit Papeuriri Bay, another special place. When we arrived, we were welcomed by a group of young men in outrigger canoes who seemed glad that we'd come to visit. After anchoring and a little lunch in the pastoral setting, we headed ashore to visit the beautiful botanical gardens and the Paul Gauguin Museum. Gauguin led an interesting life, not only as a painter, but also as a traveller. The waterfalls of Vaipahi were also terrific.

Not everybody likes Papeete and Tahiti, but we wished we could have stayed longer. Unfortunately, we had to get moving; for we had a lot more of French Polynesia and the South Pacific to see before we needed to be in New Zealand for the start of hurricane season.

— wendy & garth 5/15/01

Icarus — F/J 39 Cat

David Law & Bonnie Carleton

**Eastern Mediterranean Yacht Rally
(San Francisco)**

[Continued from last month.]

Our passage to Israel was at night also, but differed from earlier ones in that we were entering a war zone. We approached from southern Lebanon, which is controlled ashore by the Hezbollah, and were sure that the Israeli Navy was alert to the approach of 28 boats. We were the lead boat, however, and got special treatment. When we got within two miles of the bor-

David Law and Bonnie Carleton take a break from their busy travels. They sail the Med in the summer and ski Santa Fe in the winter.



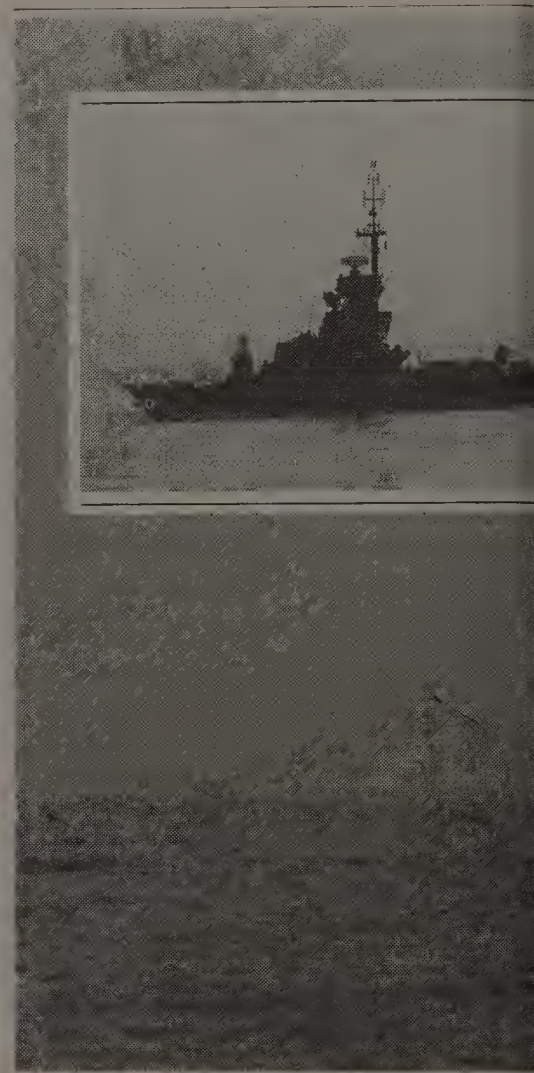
der, an unlit, silent, and very menacing Israeli navy vessel came up on us in the black. They shone a megalight into our eyes and asked lots of questions on channel 16 as they circled our catamaran. We were told to divert 12 miles offshore, and stay that far offshore until we were west of Haifa. When we told them they were in for a busy night, with 27 other boats in the Eastern Med Rally on the way, they managed to contact one of the rally organizers. As a result, all the boats that came after us didn't have to stay 12 miles offshore and could head directly for Haifa. Meanwhile, we continued offshore, and were stopped by Israeli navy ships two more times for lengthy conversations on 16.

Once in port, however, our land traveling in Israel was fantastic. Since we'd already visited Egypt, we decided to forgo that leg of the rally to travel in Israel and Jordan. So while the rally continued on to Port Said, we got together with six Germans and a Turkish dog named Pepe, and hired a guide and small van to take us around for four full days of touring. We swam in the Dead Sea, visited the discovery site of the Dead Sea Scrolls, climbed around Masada, the great bastion of spirit which infuses the Israelis as a people, and then went on to Eilat the next day, where we snorkeled along the coral reefs and saw lots of lovely fish.

The best part, however, was when we crossed the border to Jordan and spent a full day at Petra, which is perhaps our favorite site of this trip. Petra is a whole city carved out of the rock face of a spectacular gorge, which winds its way down a hillside and finally out into the valley below. The gorge or *sik* is somewhat like Zion National Park or one of those slices through the sandstone carved by seasonal torrents in Arizona, where the walls may be 1,000 feet high, but the gorge is no

more than 10 feet wide at any point. Quite amazing! Like the other places we visited on this trip, we had Petra almost all to ourselves. Our guide said that tourism was down 80% in Israel since the peace talks had broken down in October, and the slowdown had affected the entire region.

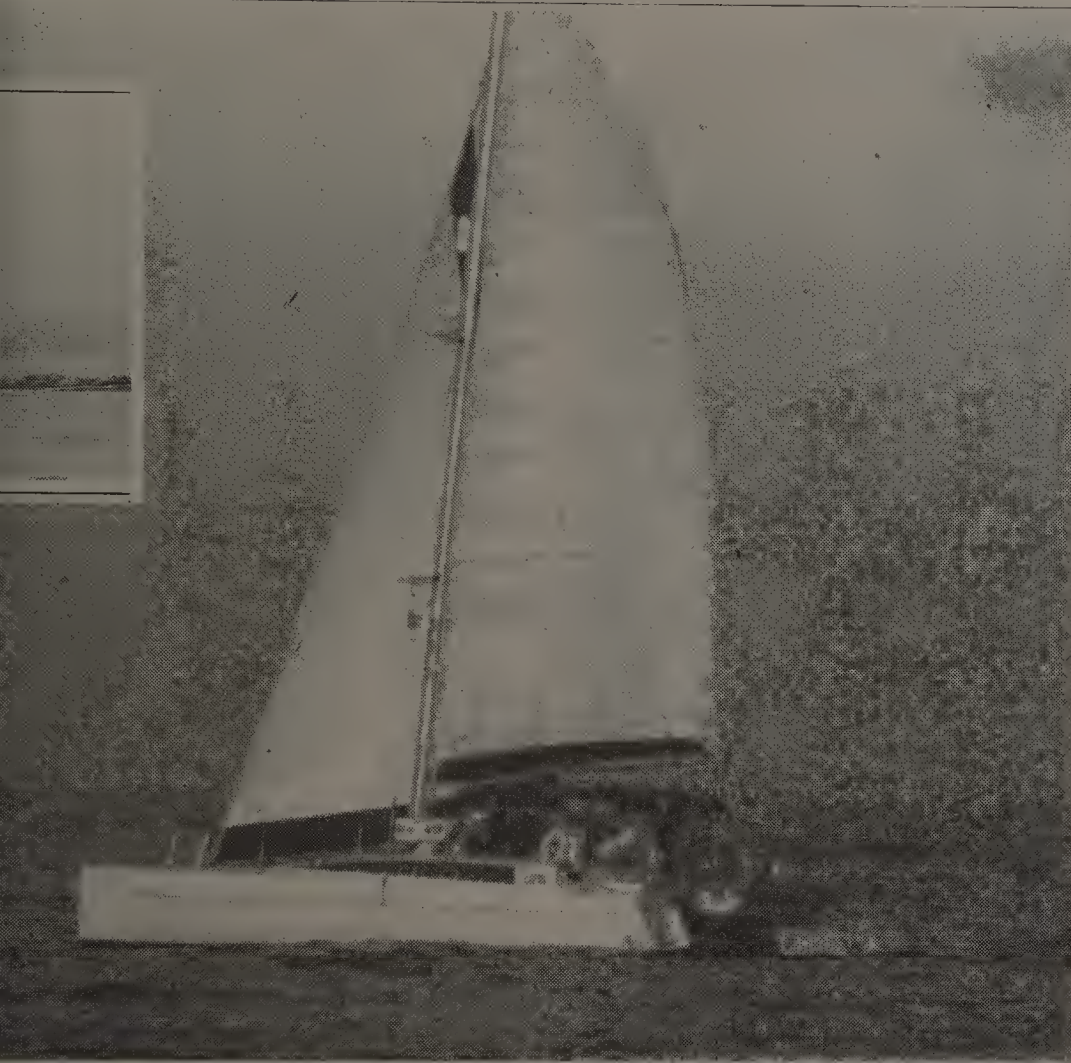
We got back to our marina in Herzliya — five miles north of Tel Aviv — in time to rejoin the rally group that had



returned from Egypt. Unknown to us, our trip to Jerusalem the next day could not have been more poorly timed. It was the day of the funeral for Hosseini, a highly-respected — on both sides — Palestinian Authority leader in Jerusalem who had suddenly died in Kuwait. To compound the situation, Shabbat, the Jewish holy day, was beginning that afternoon, and it was Friday, the Muslim holy day. To say things were tense in Jerusalem would be an understatement. The Israelis expected trouble and were prepared for it. Walking into the city's Arab Quarter was eerie, as the only people in the streets were a handful of us tourists and the Israeli military. *Amazing Grace* was playing on bagpipes over loudspeakers, narrow and darkened streets were lifeless, and all the shops were tightly shuttered.

Along the Western (Wailing) Wall, there must have been 50 Israeli police vehicles and scores of military guys lounging under any shade they could find, their weapons beside them. There were no people at all on the Via Dolorosa, that famous Way of Sorrows that leads up past the Fourteen Stations of the Cross to the Calvary in the Church of the Holy Sepulcher. It was also empty, except for a few pilgrims dressed in colorful robes who had clearly

PHOTOS COURTESY ICARUS



Spread; David and Bonnie's 'Icarus' has been their Med home for four summers. Inset; An Israeli destroyer stands guard on the coast.

come a long way. The last time I'd been in Jerusalem was '96, and it was so mobbed on the Via Dolorosa and in the Church of the Holy Sepulcher that I was pushed and shoved every which way and could hardly see anything except above people's heads. Another person in our group said she'd been to Jerusalem six times and had never seen it so empty. Although it was rather ominous, Jerusalem is still an awe-inspiring place. We're glad we went, but we were all very glad to get out safely as well.

Back in Tel Aviv and Herzliya, it wasn't that trouble was unexpected, just that it had been free of serious attacks. That night, however, a huge bomb went off outside a teen disco on the beach promenade of central Tel Aviv. We couldn't hear the explosion because we were in the middle of a raucous party, but those on the boats in the marina heard it distinctly. When we got the news from the BBC on the SSB radio later that night, it was pretty clear this was something pretty horrible and pretty big.

While we weren't going anywhere because of weather, it was clear that there

could be trouble. Sure enough, the next day 28 attack helicopter gunships dragged their landing gear just over our masts as they flew north in small groups along with about 10 command helicopters and a reconnaissance jet. It looked like an attack on the Hezbollah-held area of Lebanon where the bomber might have come from, but it turned out to be a long planned military training operation.

We remained in Israel longer than planned because of the trouble and unfavorable weather, but finally left for southern Cyprus, which is controlled by the Greeks. It is a lovely place, particularly up in the mountains, which are green, heavily forested, and full of villages untouched by modern life. We spent a couple of days in a rental car and liked it a lot. And after months in Islamic and Jewish states, you can guess what else it meant — pork chops! As well as spare-ribs and bacon. What porky bliss for us.

We then sailed off across the southern coast of Cyprus, around the western end of the island, and northwest to the coast of Turkey. It turned out to be an uneventful 29-hour passage, as we had to motor the entire way on cheap Cypriot fuel. In fact, it was so calm that we just stopped the boat about 34 miles off the Cyprus coast, barbecued pork chops, and ate dinner in the calm of the cockpit as the sun

went down.

Would we recommend the Eastern Mediterranean Yacht Rally? Absolutely. We met lots of nice and interesting people, many of whom are now friends. The event was well organized and run by Hassan Kacmaz, the charismatic and respected general manager of Kemer Marina. We're also glad we did it because we got to places we probably wouldn't have gone to on our own. The parties were great and we danced more in the last month than we had in the last 10. Finally, it was an amazing value.

On the negative side, in order to save daylight hours for fun, all the passages were at night. The boats with more crew to share watches did better than we. In fact, we often arrived at our next port too pooped to do much that day. Also, this was a rally, not a vacation, and we discovered that we're probably not 'rally people' — meaning we don't relish traveling everywhere with a large group on a tight, fast-paced schedule. There were deadlines to be met, people waiting for us at each port, and events planned way in advance. So whatever the weather, on we went. That being said, we're still very, very glad we did it. Anyway, now that we're back in Turkey, we've regressed again to our naturally slothful ways, and are happily back on the slow track.

— bonnie and david 6/15/01

Crocodile Rock — Mystery Cove 38 Richard Brooker & Grace Spencer Calling On Corinto, Nicaragua (Winnipeg, Manitoba, Canada)

Because of the U.S. involvement in Nicaragua's 'civil war' in the '80s and '90s, most cruisers steer clear of the Central American country to avoid what they feel might be trouble or animosity. Consequently, about the only cruisers who pull

Canadians Richard and Grace were all smiles at Turtle Bay last year, and seem to have enjoyed Corinto even more.



LATITUDE/RICHARD

CHANGES

in at Corinto are those experiencing boat trouble. We had a little engine difficulty ourselves, so we decided to pull in with our cat. It turns out that Corinto is such a great spot that we advise all cruisers to stop!

The charts for Corinto — which is located at the end of an estuary in the northwest part of the country — are excellent. It's a very easy port to enter, with plenty of depth and a well-marked entrance. The current, however, can run at up to two knots. The estuary is large, so there is plenty of room to anchor.

While there are no yacht services, the local officials happily let us tie our dinghy to the back of one of the port survey boats at the main commercial pier. Everybody was helpful and very friendly, and lots of people spoke English. We met a young fellow named Silvio, who is trying to build a bit of a business helping cruisers. His knowledge of who had what engine skills saved us an awful lot of work and money. We also enjoyed a trip to Chinandega on a local bus accompanied by Silvio and his wife. Should anyone arrive in Corinto and need work or assis-

tance, they should ask for Silvio. Everyone on the dock knows him.

The one negative of Corinto is that it's not free of crime. Silvio advised us to be cautious about leaving things in the cockpit, particularly at night. Nicaraguans are very poor, with the average annual income being about \$500 a year. The only employment locally is stevedoring at the commercial docks, and there's not much of it.

Nonetheless, we've been in Corinto a week and have loved every minute of it. It's one of the best places we've been, and well worth the stop even if you're not in distress.

— richard & grace 9/15/01

Richard & Grace — Michael Beattie and Layne Goldman of Miki G. stopped by our office the other day, and are curious what you found so wonderful about Corinto. These folks are about as open-minded as you can get, as evidenced by the fact their next cruising goal is Haiti, which every-

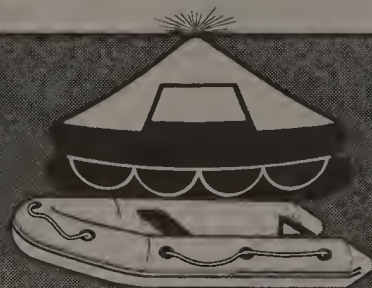
body avoids. The couple stopped in Corinto about two years ago, and weren't impressed, particularly by the officialdom, whose goal seemed to be making life as unnecessarily difficult as possible. They also went up to Chinandega, where they bought the materials and paid the labor for building toilet facilities at a school. "There is really nothing there," they said.

Cruise Notes:

"We arrived at Goeck, Turkey, in late August," report Jim and Mary Haagenon of the Glen Cove-based Hudson Force 50 **Illusion**. "Jim sailed from Glen Cove — near Vallejo — way back in August of '95 and has been out cruising ever since. After making a left turn at the Gate, he headed south, stopping at every country on the Pacific Coast until he reached Peru. He then headed west to Easter Island and Pitcairn. His six-day visit with the descendants of the *Bounty* mutineers was to be the highlight of his time in the Pacific. He then island-hopped through Polynesia to the Cooks, Samoa, Tonga, New Zealand and Australia. He found Indonesia inter-

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esting, in part because there were riots in Jakarta. *Illusion* also had the privilege of being the first foreign boat to stay at the president's private marina. Singapore seemed like a giant Disneyland."

Jim's life really changed, however, at little Rebak Island in northwest Malaysia, where there's a resort, boatyard and marina that treats cruisers well. "I spent two years there," says Jim, "during which time I met Mary's aunt and uncle, who were on vacation. Although I was enjoying bachelor solitude at the wonderful resort and marina, I admitted that I would not turn away the perfect woman if she came to my boat looking to crew. They assured me that they knew just such a woman — and in Mary, they were right. After a month of trading emails with her, I flew to England to meet her, and discovered she was just what the captain ordered. After she joined me in Malaysia, we flew to California to get married, then we returned to the boat in Rebak and started sailing together."

"The Indian Ocean was beautiful," say the couple of their first travels together,

"and *Illusion* made a pit stop at Male, in the Maldivian Island Republic. Our passage through Yemen was spent dodging pirates, who attacked three British boats just miles away from us. The Brit boats had apparently gotten too close to the coast. Aden provided a safe harbor before the long slog up the Red Sea. Except for diving, the Red Sea is best transited as quickly as possible. Despite the bad press, Israel was peaceful and friendly. We're now in Turkey doing the usual repairs and resting. We may stay awhile."

Last month Jim and Diana Jessie of the Alameda-based Lapworth 48 *Nalu IV*



From the 'way back' file: Jim and Diana in Antigua in the early '90s.

returned home after a 33,000-mile adventure in the North Pacific. It started with the Mexico to Manila Race a few years ago, after which they continued on to Japan, back to the Philippines, Hong Kong, Japan again, Russia, the Bering Sea to Alaska, and last year the Pacific Northwest. "Now what?" we asked Diana. "Well, Jim has flown back to Florida to do a sur-



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CHANGES

vey on a boat, and I'm just trying to thaw out. It was very beautiful in the Northwest — but it was also very cold and wet. I've given up figuring out what we're going to do next." Did we mention that in '85 the Jessies started on what turned out to be a seven-year, 60,000-mile circumnavigation?

If you'll be cruising south to Mexico, you'll no doubt be interested in a list of the more popular **SSB nets**. Ha-Ha entrants will find times, frequencies and descriptions for the **Manaña, Amigo, Chubasco, Sonrisa** and **Southbound** nets in their copies of *Latitude's First-Timer's Guide To Cruising Mexico*, which will be handed out with all the other goodies at the October 28th Kick-Off Party. Gary Jensen of **Spiritress** has also provided us with a more extensive list, one that includes the **Baja Maritime, Picante, Pacific Maritime** and **Happy Hour** nets. The information he provided was posted on **Lectronic Latitude** on Friday September 28. Just go to www.latitude38.com, then click in the blinking **Lectronic** box to find them.

"You ran our story about the **Paris**

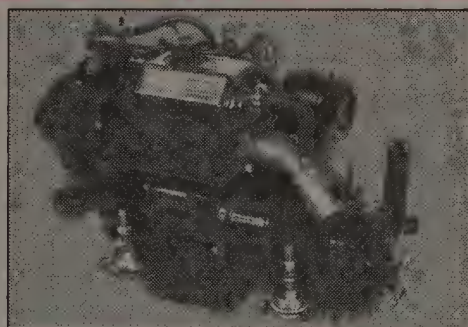
Tropical Restaurant of Tenacatita Bay in the July issue," write Richard McKay and Karen Peterson of the South Lake Tahoe-based **Cascade 36 Irie**. "But the photo we sent and you published was not of us, but of restaurant owners Cyril and Vinciane. We were sorry to read on **Lectronic Latitude** that they may not be welcomed back by Blue Bay. At least we carry wonderful memories of the times we shared in Tenacatita."

As you have probably heard, things are changing down here in **Puerto Escondido**, in the Sea of Cortez," reports the Winship family aboard the Crowther 33 cat **Chewbacca**. "Fonatur — the government tourist development agency that created the likes of Cancun and Cabo — has decided to complete the resort that was begun at Puerto Escondido some 20 years ago. That project has had a couple of rocky starts, with millions of investor dollars having disappeared on two different occasions. There have also been design problems — such as planning a ho-

tel right in the middle of an arroyo wash. The Mexican bureaucracy, which would even make a Washington, D.C., lobbyist blush, hasn't helped. *Fonatur* claims that when the resort is completed, there will be a marina with mooring fields much like those at Catalina Island, shops, hotels, condominiums, and of course time-share salespeople. But as we all know, in manañaland, things like this can take time. It could be two to 20 years before the project gets completed — or started."

"But to help cruisers get used to the idea of paying for the moorings," the Winships continue, "*Fonatur* has come up with a new fee schedule or *Catalogo De Tarifas Para Puerto Escondido*. To anchor — remember, the mooring fields don't exist yet — the charge is \$4.50 U.S. per day or \$75. a month. Water from the dock's hose is \$2 for 53 gallons. Car parking is \$2.50 U.S. a day — or negotiable if you don't need a receipt. The turmoil in the harbor hasn't affected us much, as we tend to stay out at the islands — such as the Marquer anchorage at Isla Carmen — snorkeling with the kids in the warm

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We received a similar report on Puerto Escondido fees — and a fat *Fonatur* brochure — from Bill and Jean of **Mita Kuuluu**, who were anchored out at Isla Carmen. "As of today, September 5, nobody has paid the new fees," they report. "But quite a few boats have left the harbor in protest."

"We suppose it's inevitable that Mexico will start charging **mooring fees** for its most popular anchorages. Personally, we have nothing against it, as long as the fees are reasonable and there isn't a telephone book size stack of paperwork involved. Those are two big 'ifs'. The good thing to remember about Mexico is that there are countless free places to anchor. Indeed, when first-time cruisers return from Mexico, they often have the same regret: they spent too much time — and money — in marinas and tourist areas, and not enough time on the hook."

Our big fear is that Mexico grossly mis-

LATITUDE/RICHARD



The first attempt at building a marina at Puerto Escondido was a joke that came apart with the first real blow.

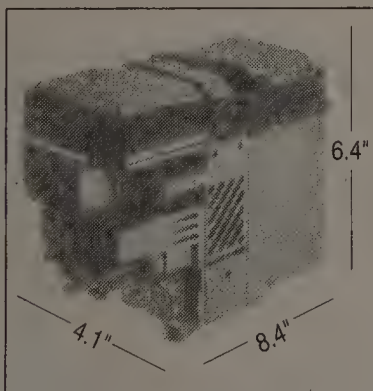
understands the market for such big developments in the **Sea of Cortez**. The most surprising statement in the *Fonatur* brochure reads — mistakes and all — as follows: "The high increase in the num-

ber of sea crafts arrivals is expected, and predicts reaching 76,400 by the year 2010. It is currently estimated that 8,000 sea craft visit the region per year, representing only 15% of the estimated potential market. There exists an unlimited demand for the 3,650 local marina slips, a factor that supports the projected expansion of this segment of the tourism market."

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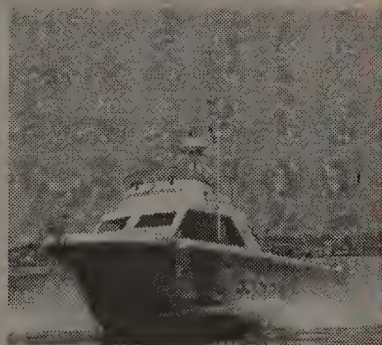


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Where do these people get their numbers? There is nowhere close to 3,650 recreational boat slips in the Sea of Cortez. And try telling the folks at **Marina San Carlos** — where requests for slips is the lowest in years — that there's an "unlimited demand" for slips, particularly in the middle and upper part of the Sea. And unless Mexico takes drastic steps to eliminate the overly expensive and time-consuming checking in and out procedures, the number of visiting boats is going to decline, not increase.

More on moorings. "In keeping with its 1989 designation of the privately-owned **Mustique** as a conservation area, the government of **St. Vincent & the Grenadines** have prohibited anchoring within 1,000 feet of shore. Visiting boats are now instructed to make use of one of the 34 buoys that have been placed in Britannia Bay. Boats up to 35 feet are charged \$50/day E.C.; 36 to 70 feet will be \$75/day E.C.; while those over 100 will be charged \$375/day E.C. The E.C. trades at 2.7 to the dollar — and has held firm at that rate for 25 years." Mustique is the small island playground that at times has been

home to the likes of David Bowie, Mick Jagger and Princess Margaret. It's a nice island for walking around, although the only tourist facilities are Basil's Bar and the Cotton House. Encouraging — or requiring — boats to use mooring buoys as opposed to anchors is an environmentally-motivated strategy being instituted across much of the Caribbean.

Ernie Minney of **Minney's Yacht Surplus** in Newport Beach wants everybody to know that they will be holding their annual **Marine Swap Meet and Class of 2001 Cruiser's Party** on Sunday October 21. Spaces are \$30 for private parties and \$60 for commercial vendors. The meet starts at 7 am and ends at noon. The early-birds get the worms, of course. "After the swap meet," says Ernie, who circumnavigated in a schooner many years ago, "I'd like all the bonafide cruisers — meaning those headed to Mexico in the next 90 days — to join us for a great lunch and see if they can put away more beer than the Class of 2000. The party

will be a great opportunity for cruisers to meet one another, exchange radio schedules, and kick back at the best marine junk store on the planet." Reservations are a must, so call (949) 548-4192. Folks who drop the hook at the free anchorage in Newport Beach can dinghy to Josh Slocum's restaurant, then make the short walk to the store at 1500 Old Newport Blvd in Costa Mesa. For details, visit www.minneysyachtsurplus.com.

For those who haven't headed south yet, there will also be a **Boater's Swap Meet** at Oyster Point Marina in South San Francisco on October 20, from 7 am to 1 pm. Call (650) 588-5432.

The following weekend, from 3 to 6 pm on October 27, John and Pat Rains, authors of the just published and excellent *Mexico Boating Guide*, will be giving a three-hour **Mexico Boating Seminar** at the San Diego Sheraton. There is a \$45 fee for the event, which will cover topics such as paperwork, weather, passage tactics, and security in Mexico. Call (888) 302-2628. John and Pat have been running boats between San Diego and Fort

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The weekend after that, November 3 from 12 am to 4 pm, **Downwind Marine** of San Diego will be hosting their giant **2001 Cruisers' Fair**, complete with product demonstrations and factory reps to answer all your questions. Downwind will do the burgers and hot dogs; everyone else is asked to bring a side dish to share. In addition to the free lunch, there will be a big raffle of marine products and other fun. Call (619) 224-2733 or visit www.downwindmarine.com for details on the Cruisers' Fair, — as well as the 12 cruising seminars they present between October 16 and December 4. There is a \$3 fee for the seminars.

"We made it to West Palm Beach from San Francisco," report Morris and Liz Raiman of the Berkeley YC-based Nautical 39 **SOCI**. "We're giving up cruising for the time being — not seeing our family

members for so long is one of the big reasons. But we'll dearly miss all the cruising buddies we made between Mexico and here."

"Back in April, I travelled to **India** for the wedding of a former grad school roommate," writes Peter Kacandes of Menlo Park. "The wedding was close to Goa, which is the part of India that was colonized by Portuguese traders. The accompanying photo of the defunct-looking building of the Goa Yachting Association was the only sign I noticed of a local sailing presence. I was kind

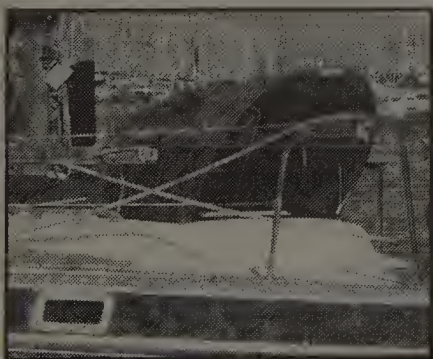


There might have once been cruising in India, but the bureaucracy did it in.

of surprised that not many cruisers stop in India and wonder if you might have any insight as to why everyone seems to head straight across the Indian Ocean?" We've been asked this question several times, and folks always give us the same answer: Bureaucratic hassles make the experience unbearable.

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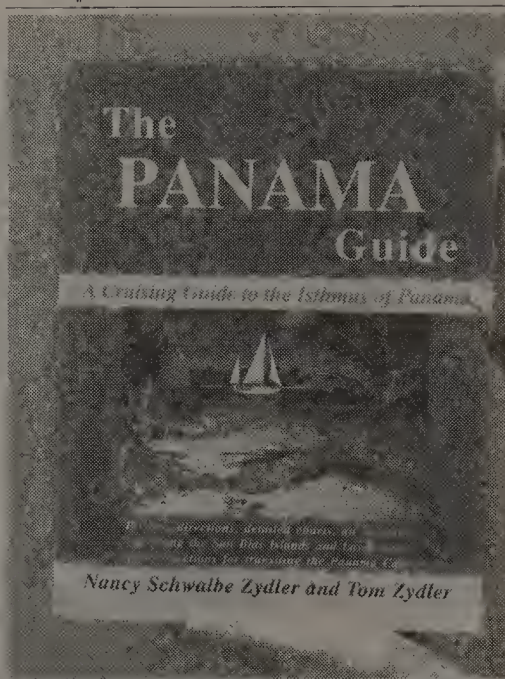
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CHANGES

"We just started our long-awaited cruise," report Chris, Debbie, and Heather (13) McKesson of the Bremerton, Washington-based Columbia 36 **Sundance**. "We started by sailing from Puget Sound to San Francisco Bay. We've never been here before, so it's an exotic foreign port to us. We're having a little trouble getting used to the shallow water, as up in Washington we set the depth alarm at 20 feet and sometimes anchor in 40 feet. Here we often see single-digits. Even though San Francisco isn't far from Washington, there's a big difference in culture, and we're really enjoying it. We also like the free showers and no extra charge for shorepower in Berkeley." The most interesting thing about the family's 32-year old Columbia 36? She has an electric motor. We hope to have more on this boat feature next month.

Earlier in *Changes* we mentioned that Michael Beattie and Patricia Goldman of the Gemini cat **Miki G.** had stopped by our offices. Before they left, these budget cruisers handed us a \$1,000 check for the Ha-Ha fundraiser — bringing the total to \$2,400 — for Norm Goldie to dis-

LATITUDE/ANNIE



The second edition of the Zydler's 'The Panama Guide' was recently released.

tribute to the poor indigenous people of the San Blas region of Mexico. "We know that a few cruisers get ticked off at Norm because he gets on the radio and tells everyone anchored at Matenchen Bay that

they need to check in at San Blas," the couple said, "but we have complete faith that he'll put the donated money to its best use." Incidentally, Michael and Patricia made the donation on the condition that their total be matched by others, so if you're feeling generous, your contribution will count double.

"We have a complaint about some cruisers," write Randy and Lourae Kenoffel of the Beneteau/Moorings 500 **Pizazz**. The couple left San Francisco eight years ago, have done most of their cruising in the southern Caribbean, and are currently in Golfito, Costa Rica. "During our cruising, we've noticed that many cruisers use photocopies of various guides — particularly the Zydlers' **Panama Guide**, which is very useful and helpful for both the Pacific and Caribbean coasts of that country. We think cruisers who copy the guide are being cheap, and they are paying the wrong people — the owners of the photocopying stores rather than the Zydlers who did all the work. We say spend another night on the hook instead of in a marina, and pay for the book."

It's noteworthy that it's the Kenoffels

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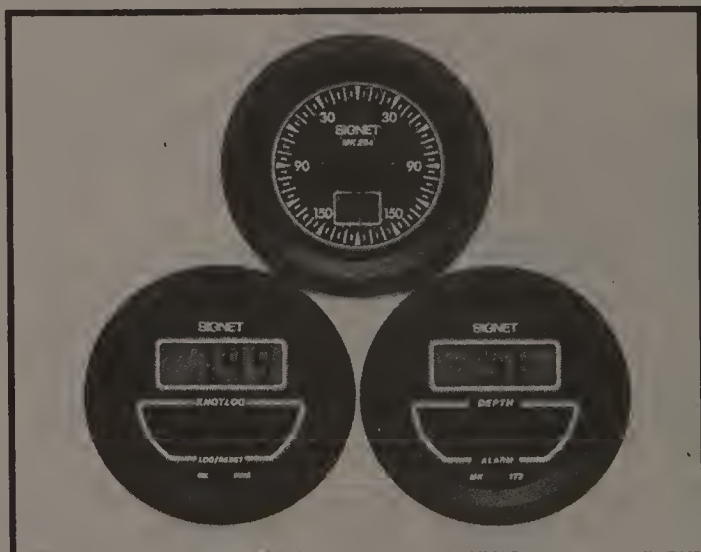
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who make the complaint. For they did a lot of work putting together the best current cruising guide for the coast of Colombia and transiting **between Panama and the Eastern Caribbean** — and give it away *free* to anyone who sends them their email address at sy_pizazz@yahoo.com. (The file is too big to be sent over Sailmail or Winlink, but it's also available at the *Caribbean Compass* website at www.caribbeancompass.com/colfin.htm, and also appeared in the March and April 2000 editions of *Latitude*.) So nobody can accuse them of being whiners. If you plan on heading through the Canal and to the Eastern Caribbean, or to Florida via the Eastern Caribbean — a great idea, by the way — you should definitely email for the Kenoffels' guide. They tell you how to complete what was once a very difficult and dangerous passage in a series of mostly daysails.

Speaking of Nancy Schwalbe Zydler and Tom Zydler, the second edition of their **The Panama Guide**, which is 322 pages long and has 187 detailed chartlets, has been published by Seaworthy Publi-

LATITUDE/RICHARD



If you like tropical cruising, you'll love Panama. North and south, east and west, Caribbean and Pacific, it's mostly untouched.

cations. It's a much needed guide because Panama is a terrific country for cruising, as it has everything from the San Blas Islands and Bocas del Toro on the Caribbean side, and the Las Perlas Islands and the Darien jungle on the Pacific side.

There's even a waterway — the Panama Canal — that runs between the two oceans. Nancy and Tom have produced a fine guide, for which we only have two minor criticisms. First, Panama is such a photogenic country, it would have been great if they could have expanded on the number of color photos. Second, as is the case with most cruising guides, some regional charts would be welcome additions to help folks get oriented. Nobody should

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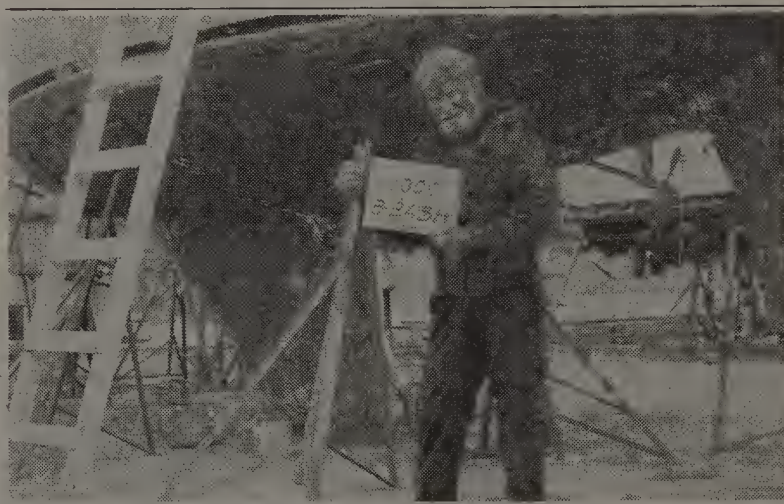
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CHANGES

cruise to Panama without the guide, which retails at \$44.95.

"We're looking to sail from **Tampa, Florida, to San Francisco**," writes Kent Dudley, "and wonder if there are any old *Latitude* articles that address the passage from the Panama Canal to San Francisco, and what cruising guides address this trip. We're trying to determine what port and stops cruisers make along the way."

Latitude has published many reports on the topic, unfortunately, we don't have the staff to do article research. But generally speaking, there are three ways to get to **San Francisco from Panama**: 1) Via Hawaii, 2) Via the old clipper ship route, that actually takes you south of the Galapagos, then halfway between Hawaii and the West Coast before heading to the mainland, and 3) Coastal hopping. If you're going to choose the third option — as most mariners do — John Rains' **Cruising Ports: California to Florida**, is about the only book on the subject. As you close on Panama, however, you'll begin crossing paths with



Win — no last name — did the Baja Bash singlehanded in the middle of hurricane season. Weather wasn't his problem aboard 'Nebula'.

scores of cruisers who have just come the other way and therefore can provide you with the latest information on the best stops. It can be a long slog from Panama, and gets much cooler north of Cabo, but you'll survive. You'll also be interested in the following item:

"I fought off feisty thunderstorms between Mazatlan and Cabo San Lucas as I started my Baja Bash on August 2, had a

great run to Bahia Santa Maria, got caught by a storm southwest of Abreojos, and then lost my engine to a broken water pump," reports Win of the **Islander 36 Nebula**.

"While at Ascuncion, I jury-rigged an external raw water system to the engine. At Turtle Bay, the solar protection on my jib shredded, and I discovered a leak in the diesel fuel system. I went up the mast at Cedros to remove one of my

radar reflectors before it fell, then had a great run to Colnett — where my batteries died due to a problem with a hi-tech charger. On September 5, I sailed into Ensenada and was hauled the next day. I never would have completed the Bash without the help and advice of my ham friends and contacts from the Manaña Net: Kermit of Albuquerque, the manager; Charley of Dallas/Fort Worth; John of Phoenix, who did the weather; and Neil of **Novia**, the greatest diesel mechanic on frequency. My *Islander* sailed very well upwind without the engine. Thus ends my three years of cruising in Mexico."

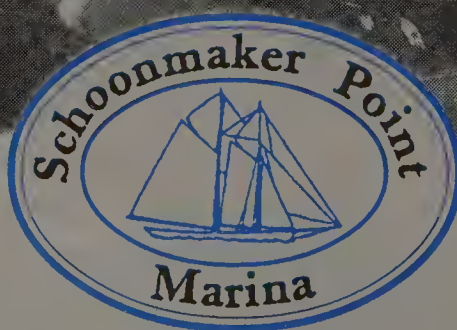
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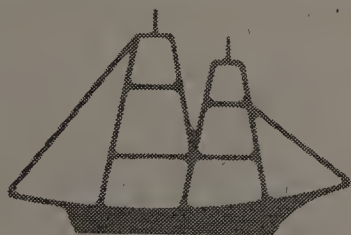
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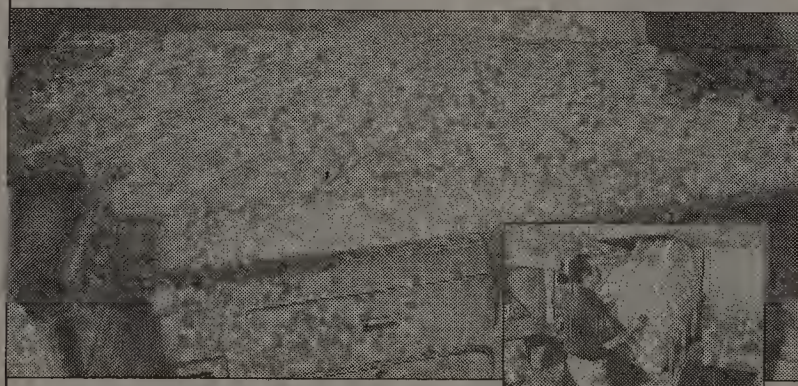
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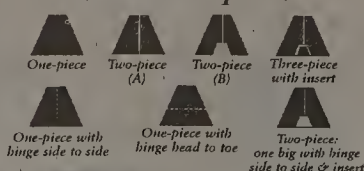
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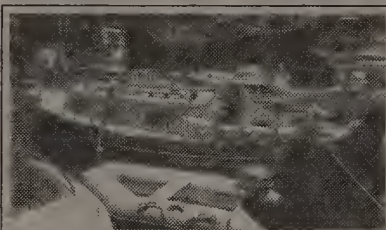
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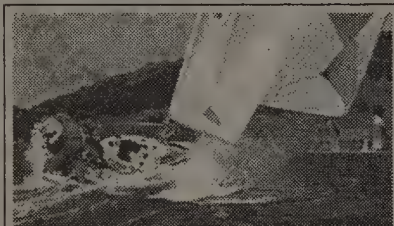
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CATALINA 25, 1984. Fixed keel, dinette, shorepower with charger, 2 batteries, head with holding tank, VHF, depth. New this year: running rigging, double reef main, 2 of 3 jibs, cruising spinnaker, 4-stroke outboard, autopilot. Good condition. In Antioch. \$6,500/obo. (925) 755-7943.

RANGER 26, 1973. 4 headsails, main fair. Hull tight, 5' headroom, dinette, tiller, Yamaha 10 hp 4-stroke with electric start outboard. Boat has nice lines. Spinnaker pole, 7 winches. \$4,900/obo. Please call (707) 290-6044 or (530) 283-1619.

PEARSON 26, 1967. Commander. Four headsails, main, two spinnakers and pole, 5 hp Mariner outboard, GPS, fishfinder/speed/depth, compass, 2 batteries and charger, VHF, stereo, rewired and replumbed, sleeps four, lines led aft, bilge pump, Porta-Potti, anchor. \$7,000/obo. Call James (831) 899-3458.

27-FT H-BOAT, 1980. Artekno. Sleek Nordic racer/cruiser. Superb Bay boat. Only 6 water hours since 1997 major refit. Long refit list on request includes standing rig, furling jib, electrical system, lines to cockpit, traveler, lazyjacks, covers, way more. 7 sails. Knotmeter. Trailer with storage bin, ladder, hose and reel. Documents current. Physical limitation forces sale below refit cost. Yours at \$10,500/negotiable. Add \$1,000 for 1999 Honda 5 hp 4-stroke o/b under 10 hours. Call Tom (650) 578-8395.

CATALINA 27, 1983. Sharp. Diesel power, spinnaker, tiller pilot, all lines to cockpit. New since 8/00: Roller-furling, R/F jib, shore power/charger, lazyjacks, teak dinette table, cabin cushions and carpeting. Price reduced to sell. \$14,950. Call (510) 329-3554.

PACIFIC SEACRAFT 25. Bluewater pocket cruiser. Mexico vet. Tanbark sails, knot/depth, 25-lb CQR plus 2 Danforth. Located in Marina del Rey. \$10,500. Call (661) 298-7355.

MacGREGOR 26X SAIL/POWER, 1998. Like new, excellent condition, sailed very few times. 50 hp, trailer, many extras. Asking \$15,500. Call (707) 744-1091 (home eves or lv msg; will check msgs noon and eves).

ARIEL 25. Lickety Split. New Main, boom and vang. Recent 150 and 100% spin and gear, new traveler, lines led aft, interior updated, cushions and stereo, ready to sail. 6 hp o/b. \$6,000. Also 18-ft cat. Alpha with trailer. Call (925) 586-3068.

FOLKBOAT DEBUTANTE 25. Varnished mahogany, four sails in good condition, outboard, replaced keel bolts and rudder. This long keel draws 4 feet and is great for beginners and solo sailing. Tourism industry failure forces quick sale. \$2,000. Please call (707) 746-7214 or email: fritco@pacbell.net.

ALEUTKA 26. Twin keel, singlehanded offshore cruiser. Documented by US Coast Guard. Mast, booms and rigging, including Harken roller furling jib hardware, installed 1996. Main and staysail fabricated in 1997. Total cost of rigging and 2 sails, \$11,054. Auxiliary power, two oars. Prototype sailed the Pacific (Hawaii and Alaska), Gulf of Mexico and Atlantic Coast to Maine, all without auxiliary motor. Located SF Marine, West Harbor, berth 55. \$6,500. Call (415) 661-5510.

CATALINA 27, 1975. Excellent condition. Mast, rig and sails, drippless packing, cutlass bearing replaced 1998. Strong A-4 with new prop. New gel coat, knot, depth, log, compass. Stereo cassette, enclosed head, propane stove, BBQ. At Marina Bay, E-161. Call Richard (707) 878-2938 or (707) 321-1612.

CAL 2-27, 1975. Original owner. Rebuilt Atomic 4 gasoline engine with new exhaust. New knotmeter and depthsounder. VHF. Navico autopilot, auto bilge pump, shorepower. Harken roller jib. New upholstery, curtains, sailcover. New batteries, recent haulout and bottom. Freshwater, on Delta first 13 years. Club jib rigging available. Located Alameda. \$12,000. Please call (209) 524-0308.

CUSTOM PASSAGEMAKER 28, 1984. Documented vessel, cutter rigged, designed for circumnavigation, great attention to detail, fin keel, lead ballast, skeg-hung rudder, 1990 Yanmar diesel, fully equipped for liveaboard. Absolutely ready to go anywhere. Contact Michelle at Dream Catcher Yachts (949) 248-7100.

MacGREGOR 26X, 1996. Perfectly maintained. Power up to 20 mph with 50 hp Nissan. Upgrades include roller furling, new bottom paint, VHF, depth/knot, CD, sail cover, bimini, 2 anchors, new marine batteries with charger. Trailer. Berthed Berkeley. \$15,500. Call (925) 837-1905.

NEW 26-FT COLD-MOLDED SLOOP. Beautiful offshore design similar to Folkboat. New construction, all the best materials and hardware. Fully equipped. teak deck. Price reflects that it needs finishing touches. Move to Europe forces sale. \$9,500/obo. Matt (206) 919-4474.

SABRE 28, 1976. Stout, well-built f/g New England sloop. Teak interior, Edson wheel, fin keel/skeg rudder. 4 sails, roller furling, 30 hp gas, low hours, 2 Danforths, VHF, depthfinder. Sleeps 6. Sausalito slip. Excellent Bay/Coastal cruiser. Rare find. \$18,500. Call (415) 924-1963.



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MELGES E-SCOW 28, 1989. Fast fun daysailer with trailer. Equipped with main, jib, spinnaker. Swing keels, makes a great lake boat. \$1,500. Mark (510) 653-0283.

HUNTER 26.5, 1987. Wing keel, walk-thru transom, Harken flexible furler, 135 jib, Pineapple spinnaker, Edson wheel, Honda 10 hp, 2 anchors, safety gear, freshwater. Excellent condition. Ziemann 10,000-lb trailer. Mast carrier and raising system. \$18,500. Mike (530) 275-5112 or email: spangles@c-zone.net.

CATALINA 27, 1976. Truly one of a kind. Custom galley, new upholstery, roller furling, rigid vang, all lines aft, tiller pilot. New in 2000: 3-cylinder diesel, propane system with range, canvas, compass. Knot log, depth, stereo, VHF, CD, etc. New bottom September, 2001. Immaculate. \$14,500. Please call (916) 788-2720 or email: jivoyager@mindspring.com.

CORONADO 25, 1967. "Plastic Classic." Good condition, clean bottom, nice cabin, 2 mains, 1 jib, original Johnson 9.5 hp outboard, head, sleeps 4. Pete's Harbor. \$3,800/obo. Melanie (650) 568-0768.

NOR'SEA 27, 1979. Aft cockpit cruiser. Beautiful hull, new interior. Roller furling, Autohelm. Yanmar engine, low hours. Hot/cold water, stove/oven, storage, new upholstery. Loran, VHF, dodger. \$30,000/obo. Please call (707) 935-6292 or email: abraxas@sonic.net.

COLUMBIA 8.3 METER sailboat. Alan Payne design. Rough weather boat, wide-body cruiser, flat bottom, hourglass transom. Rebuilt Atomic 4, depthsounder, radio. Sleeps 4, 6-ft headroom, teak interior, refrigerator, private head. Easy to manage in all sailing conditions. \$8,500/obo. Call (925) 684-2199.

SAILBOAT RAFFLE. Newport 27 sailboat. Donated to non-profit. Located Alameda. Tickets \$20/each. Details at <http://www.geocities.com/tormenta1313/lbk-new.htm> Email: dribanez@home.com or call (510) 337-9171.

HUNTER 26, 1994. Excellent condition, 18 hp, trailer, stern pulpit seats, B&G depth/knot, jib furling, custom gennaker and snuffer, deck canvas, sail covers, marine radio, stereo, canopy, 26-gal water, other extras. Call John (707) 542-7245.

CATALINA 27, 1974. Hauled 7/01. Traditional interior outboard model. Everything sound. Good rig, ground tackle. Sails: 5 jibs, spinnaker, like new main. Lines led aft, freshwater head, VHF, depth, more. \$7,500. Daren (510) 685-2941.

EXPRESS 27. Nice Express, can race or cruise. This Express has both symmetric and asymmetric chutes, furler and foil. Wet sailed. \$13,500. Mark (650) 349-2700 or email: marquette@everest.com.

ERICSON 27, 1973. Pristine Evinrude 9.9 hp longshaft, fiberglass and teak in excellent condition. New hatch, new electrical, new cushions. Sleeps 5, 3 sails, quality cruiser. Great slip in Emeryville. \$9,300. Call (916) 456-3620.

29 to 31 FEET

HUNTER 29.5, 1996. Excellent condition. Roller furling, Yanmar diesel, bottom paint 1999, Autohelm, AM/FM stereo, dodger, refrigerator, H/C pressure water, charger. Temporary berth, C3, at South Beach Marina, under charter. \$54,000/obo. Please call (408) 530-6167 (msg) or email: wkcho@ix.netcom.com.



ANGELMAN SCHOONER 31, 1962. *Sea Witch*. Built in San Diego. Mahogany on sawn mahogany frames. Heavily built. Bronze throughout, teak decks, full boat cover. Extensive rebuild this year. Interior/exterior gorgeous. Isuzu 4-cyl diesel. Runs perfectly. See photos at Web site: www.moreboats.com. \$40,000. Please call (510) 653-6754.

CAL 29, 1970. Needs TLC and an owner with time to sail. Berthed at Oyster Point. \$4,000. Call (831) 439-9941 or email: andy95066@earthlink.net.

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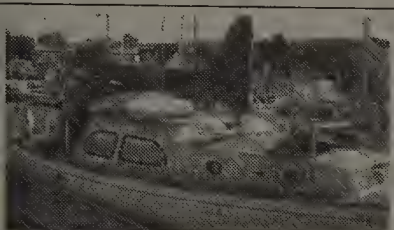
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ISLANDER 29, 1968. Two-boat owner must sell now. My good fortune is yours too. Full keel, fiberglass, Atomic 4, autopilot, good sails, AC/DC converter. Asking \$7,500/will consider offers. Photos at Web site: <http://members.home.net/sailordjh/> Call (916) 920-0347.

NEWPORT 30, 1969. Excellent condition, newer sails reconditioned by Ullman, roller furling headsail, refrigeration, new dodger and sail covers, rebuilt engine, dinette and cockpit cushions reupholstered, teak interior, perfect starter yacht. San Diego. \$12,900. John (619) 435-6689 or email: jgs@villageatsquaw.com for pictures.

ERICSON 30, 1968. With Atomic 4 in excellent condition. All new interior cushions. Sturdy family, beginner and/or liveaboard boat. Just enough wood trim. Radio, depthsounder, Loran, refrigerator. Email for pictures. Must sell. Call (408) 719-8598 or email: k_moore1@hotmail.com.

CATALINA 30, 1976. Wheel steering, Yanmar diesel, rebuilt 2000, Martec folding prop, new custom cushions 1999. Pressure water, professionally maintained. This is a fast boat in great shape. \$15,500/obo. Call (415) 543-7333.

ISLANDER 30, 1976. Great looking sloop in excellent condition. Volvo diesel, tiller, Furuno radar, dodger, Harken roller furling jib, new sails, epoxy/Interlux bottom, Martec prop, new ports, rigging, wiring, plumbing, much more. Boat in Ventura. \$17,200. Call (415) 990-5936.

COLUMBIA 30, 1973. 2001 rebuilt A4, new standing and running rigging, head. Bottom painted 12/00. Stable, dry Bay boat. Thick fiberglass hull. Big Barent winches. 5 sails. Depthfinder, VHF, stereo, Loran. Sleeps 6, galley. Liveaboard or cruise. \$12,500. Call (415) 235-6033.

1976 PEARSON SLOOP. Roller furling, wheel/binnacle. Atomic 4. Simple but well built. No time for her...sigh. \$11,500/obo. Please call (707) 365-1455 (cell) or (707) 452-0775 (hm).

CM 30, 1975. 20 hp Johnson in inboard well. Main/jib. Berthed in Sacramento. Nice condition. \$4,500/obo. Consider small trailer boat part trade. Please call (916) 205-0829 (msg).

ISLANDER 30, 1969. Must see, must sell. Great condition, clean and sound. Spacious cockpit, new cushions/covers/carpet with teak finish below. 2 burner propane, 5 comfortable. Reduced 2nd ad, \$12,700. Call (916) 421-1410. Email for pics and info: Madworldgroup@hotmail.com.

32 to 35 FEET

J/105, 1996, SAILS CALL. Absolute perfect condition, past season champion, superb race record. Three sets of sails: two racing class mains, one 3DL Kevlar main, three 3DL Pentax jibs, one 155% genoa, four kites, and more. Wheel, comfort package, KVH Quatro and Sail Comp electronics, new bottom job, faired foils, high-tech halyards, numerous equipment upgrades and tons of extras. Located in the Bay Area; \$120,000. Please call (415) 269-2630.



32-FT PILOTHOUSE CUTTER. Custom, traditional design. 36-ft LOA. Great liveaboard/cruiser, excellent shape, strongly built strip-planked mahogany. Low-time diesel, gobs of gear including radar, autopilot, VHF, GPS, fathometer, dual wheel steering, dinghy, liferaft. Great value at \$19,000. (800) 598-3372.

WILDERNESS 30, 1981. Yahoo. Completely stock boat, inboard Yanmar diesel, new cushions, great little ultralight. In San Diego. \$12,000. Call (619) 475-3656 or email: shawnp@cts.com.

CHEOY LEE 33, 1975. Great cruiser/liveaboard. Perkins diesel with 250 hours. Teak decks, rebuilt exhaust and steering. Completely new electrical. Recent haulout and survey. \$35,000. Max (415) 577-0728 or email: maxheter@hotmail.com.

THUNDERBIRD 32 SLOOP, 1966. Plywood, hard chine, glass covered. Needs haul, paint, TLC to be brought back to a great fast racer. Teak/mahogany cabin, large bunks. \$2,800/obo or trade. Please call Bob (707) 795-6865 or email: elhurstcastle@yahoo.com.



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PETERSON 33. Fast, strong coastal/club racer with custom rigging, 5 headsails including spinnaker. Beautiful teak interior with Nav station, galley and CNG stove, berths for 7, Yanmar 12 hp diesel. Photos at Web site: www.flash.net/~trumbolz/peterson33 Asking \$22,000. Please call (408) 776-4675.

CLASSIC FRANS MAAS 35 SLOOP. Built in 1960 in Holland for the admiral's seas cup race. New standing and running rigging. New Harken roller furling with new 130% tri-radial jib, and new main sail. Strip planked iroco with steel frames. All new throughhulls. LPG stove and heater. Two boat owner, one must go, priced to sell. \$19,000/obo. Call Elton (510) 459-4044.



35-FT KINNER PRIVATEER. Launched 1984. Designer Thomas Gilmer. LOA 41'. Beam 10'8". Fiberglass, Westerbeke 30 hp engine, Electrosan, double v-berth, dining settee converts to double bed, refrigeration, pressurized hot and cold water, 3-burner with oven, propane stove, Loran, depthsounder, VHF, Garmin 185 GPS chartplotter, depthsounder, fishfinder. 2 deep-cycle and 2-160 amp/hour batteries, battery recharging systems. 3 dacron sails: genoa jib on roller furling, main with 2 reef points, and mizzen. Stainless steel standing rigging with Sta-Loc fittings, Barlow self-tailing winches, bronze opening ports. Large comfortable cockpit with wheel steering, Halon fire protection. Manifold and electric hot water, propane heater, electric windlass. Docked Port of Redwood City. Best offer over \$25,000. Please call (408) 234-6000 or email: b-sterm@pacbell.net.

HUNTER 33, 1981. Well equipped, in good condition. Island galley, private stateroom in bow, all self-contained. \$22,000/obo. Call (510) 465-8216 (hm) or (510) 325-5507 (cell).

CHEOY LEE 35, 1981. Perry design. Excellent condition. Pathfinder 50, GPS, radar, Ham/SSB, VHF, autopilot, roller furling, dodger, bimini, dinghy with o/b, extras. Located Puerto Vallarta, Mexico. \$49,000/or consider trade for RV. (515) 270-1258 or email: mbbellile@aol.com.

HUNTER 340, 1998. Spacious, bright interior, furling jib, GPS, 27 hp diesel, built-in microwave and refrigerator, water heater, pressure water, shower, stereo, propane stove/oven. Berthed Bay Area. Web site: <http://quicksitebuilder.cnet.com/clacedra/> \$86,500. Calvin (916) 521-2343 or (916) 787-5394.

C&C 35, 1972. Good condition. Sails well. Roller furling. Extra sails. Lots of assorted gear. Includes 10-ft Zodiac and 9.9 Nissan o/b motor. \$24,000/obo. (510) 532-0407 or email: pauljdan@hotmail.com.

CORONADO 32, 1974. Also Columbia 32 Mk II. Little used all fiberglass with teak interior. Freshwater berthed. Palmer P60 V-drive 27 hp gas. Like new condition. Great sailer. Aluminum tall rig with genoa and self-tending jibs. Good liveaboard. Located Delta Marina, Rio Vista. Reduced to \$13,000. Call (209) 334-6153 (msg).

CALIBER 33, 1989. Solid cruiser, meticulously maintained, with recent upgrades. All teak interior, spacious and comfortable. WAAS-GPS/chartplotter, 2 VHF's, Loran-C, Datamarine wind/depth/speed, Autohelm 4000, refrigeration, Yanmar 27 hp. Bottom painted May '01, dripless seal, new cutless bearing. See Web site: <http://home.earthlink.net/~mpraca/zingara/> \$73,000. Contact (415) 244-0332 or email: miguel@stanfordalumni.org.

CATALINA 34, 1986. Cruise equipped. New 130% furling jib, storm jib, 3 solar panels, Four Winds wind generator, refrigerator/freezer, 75amp alternator, smart regulator, Autohelm 4000, watermaker, 3 anchors includes 45-lb CQR with 350-ft chain, dodger and bimini. \$53,000. Please call (408) 242-6134.



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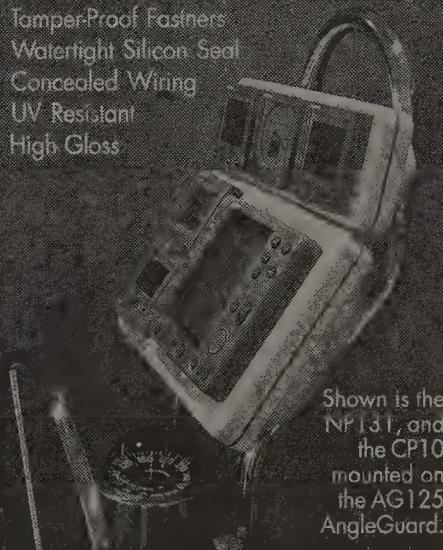
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CAL 34, 1968. Good working order. Atomic gas engine works, refitted 1999. Vessel painted 1999. \$19,900/obo. Call Paul (510) 523-3030.

GULF 32, 1989. One owner boat in great condition. Recent refit, standing rigging, halyards, thruhulls, furler and much more. Reef from cockpit, washdown pump, H/C pressure water, windlass. Spacious interior with pilothouse. Inside steering, diesel. See to appreciate. \$65,000. Call (650) 802-0343 or email: dallfun@home.com.

SABRE 34 II TARGA, 1989. Top quality performance cruiser. Rare aft stateroom/ aft head layout. Meticulously maintained. Teak interior, 6 sails incl. spinnaker. New: VHS, dodger, oversize winches, rigid vang, hydraulic backstay adjuster, dinghy, outboard. \$98,000. Call (415) 648-9308 or (415) 203-2358.

RAWSON 32 PILOTHOUSE. Bluewater cruiser. Factory finished, freshwater Yanmar 30 hp diesel, 2 wheels, Autohelm, jiffy reef main, jibs, new radar, new GPS, knot, depth, VHF, fridge, stove, holding tank, 2 water tanks, 2 anchors. Wife wants baby. Reduced \$29,900/obo. Please call (510) 551-4940.

CHEOY LEE 35, 1980. Perry design. Excellent condition, new mast, boom and mainsail. GPS, radar, autopilot, Monitor windvane, roller furling headsail. Excellent cruiser. Can transfer Sausalito slip. Asking \$59,000. Call (415) 215-2614.

36 to 39 FEET

CAPE GEORGE CUTTER 36. Beautiful, well maintained, extensively equipped world cruiser in top condition. Move aboard, sail away. Numerous upgrades this year include new engine, radar, 406Mhz EPIRB, batteries, staysail, much more. Unexpected plan change now requires immediate sale. Located Brisbane, Australia. Easy sail to South Pacific islands, New Zealand, Great Barrier Reef. US documented. True bargain at \$75,000 for quick sale. For full details, pictures email: capegeorgecutter@hotmail.com.

FREEDOM 36, 1986. Fast, stable, forgiving, easy singlehander. Barely used and in superb condition. Less than 300 engine hours. Used only in San Juans and San Francisco Bay. 6'6" headroom. Extras include oversize winches, upgraded electrical system, refrigeration, MaxProp with spurs, hinged swim platform, Espar, Lofrans, B&G, Alpha, ICOM, etc. Many custom interior improvements, new canvas last year, new bottom paint last month. \$97,500/obo. Call for equipment list (650) 594-1045 or email: neum@juno.com.



UNION POLARIS 36, 1980. First class cruising condition. Many spares. Radar, EPIRB, ICOM radios, Avon hard bottom, 8 hp outboard, many new items. Lying Mexico. \$72,300. Call (480) 474-2247 or email: JJmat6@msn.com.



37-FT TEAK BOAT. Beautiful lines. Strong, heavy, very durable materials throughout. One of a kind. Custom designed and built for owner. See to appreciate. Furuno 48-mile radar, recently overhauled "Cat". Price reduced, asking \$78,000. (805) 528-3390 (noon or eves).

CHEOY LEE CLIPPER 36, 1970. Traditional style fiberglass ketch. Bowsprit, much teak, 7 sails, roller furling, self-tailing winches, propane stove and heat, fireplace, shower, 2 anchors, bronze windlass, 2 solar panels, near new; 12v Technautics freezer/refrigerator, water heater, cushions. Liveaboard at anchor. \$39,900. Call (714) 396-2710.

36-FT SEAGOER YAWL. Thomas Fleming Day classic. Ocean crossing design from famous Wilmington Yard. *Windflower* is built like a tank, fully equipped, radar, GPS, etc. Hard chined mahogany planked, recently refastened, new keel bolts. Beautiful. \$35,000/obo. Please call (323) 819-1662 or email: mudpiemail@aol.com.

INGRID 38. Fiberglass hull and deck by Bluewater Boats. 9,500 lb lead ballast in place. Rudder hung, fiberglass fuel and water tanks in place, sole main salon and galley roughed in. Main mast, sitka spruce. Chain plates. (415) 868-2401.

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36-FT SEA WITCH KETCH. *Golden Hind.* Last one built of the original Hugh Angelman ketches by Wilmington Boat Works 1959. See *Wooden Boat* issue #147. One of the best, maintained to the highest yacht standards. Heavily built, 1-1/2" vertical grain old growth fir planking over 3-1/2" double-sawn oak frames, teak decks. Extensive equipment list includes 60 hp Ford diesel, Wood Freeman autopilot, Monitor windvane, Furuno radar and GPS/plotter, Sitex depthsounder and VHF, diesel cabin heater, heavy duty electric windlass, new dodger and covers. 10-ft Zodiac and 10 hp motor and a lot more. A proven offshore veteran ready to cruise. Located Morro Bay. \$85,000. Call (805) 528-6819 or (805) 441-0471 (cell) or email: WilboKetch@aol.com.

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RAFIKI 37 CUTTER, 1977. Huntingford design, LeFiell aluminum spars, Volvo-Penta MD17 35-hp, 1100 hours. Link 2000 monitor and 450 amp house bank installed May 2001, 120 amp starting bank, 1200 watt Heart inverter/charger, all new standing and running rigging March 2001, complete ground tackle, teak deck caulked May 2000, full weather cloths, stainless steel boom gallows. Older electronics: ICOM 735 SSB/Ham with AH2 tuner, 24 mile Furuno radar. All excellent condition, hauled Feb 2000. 150 gals water, 100 gals diesel, RU 280 roll up, 3-1/2 hp Tohatsu outboard, DC trolling motor with propeller and Flexcharge regulator, Taylor kerosene cabin heater, icebox, manual windlass, solid sturdy bluewater cruiser, clean comfortable teak home. \$69,000. Please call (619) 203-3900.

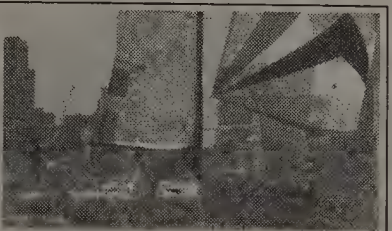


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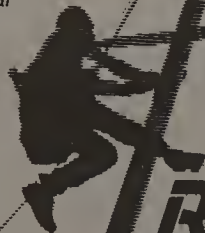
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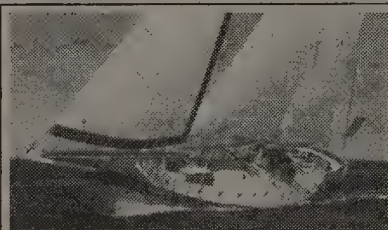
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STAYSAIL SCHOONER 42, 1979. Aluminum. 50' x 11'4" x 6' single chine. 33 hp Yanmar. 48-mile radar, autopilot, 6 berths, 2 heads, self-tacking rig, heavy ground tackle, offshore ready, many spares. One owner since new. Excellent condition. \$71,500. Call (714) 894-7496 or email: david@naturelakes.com.



BENETEAU 440, 1994. (Sistership). Four cabins, 2 heads, refrigeration, GPS chart plotter, KM, DS, furling jib and main, autopilot, forced air heat, excellent condition. Located Semiahmoo Resort, Blaine, WA. Slip available. \$155,000/obo. Call (360) 371-5122.

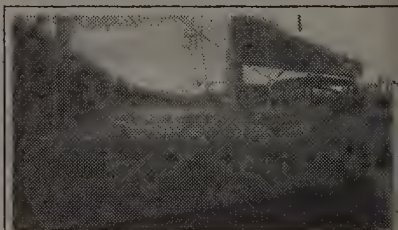
WESTSAIL 43, 1976. Factory built, hull#3. Aft cockpit cutter, Perkins 4-236. Loaded, located Baja. Buy in Mexico for big tax savings. May consider trade. See *Justus III* at Web site: www.westsail.com/westfs.htm. \$119,900. For full specs, please email name and mailing address to: KF6EFJ@winlink.org.



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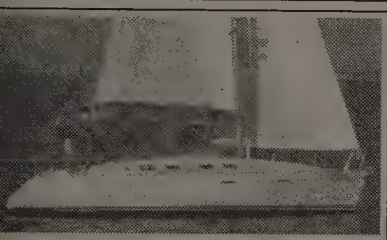
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PASSPORT 45, 1981. Center cockpit ketch. Peterson hull, Peter Hoyt design. Excellent condition, upgrades. Fully equipped to cruise. See at Web site: www.geocities.com/grumpy109/passport45.html. Located in PV, Mexico. \$158,000. For more info please email: grumpy109@yahoo.com.



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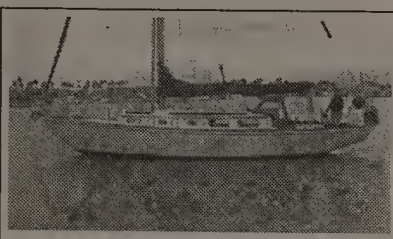


ED BREWER PILOTHOUSE 48, 1986. American made steel cutter. Wine glass hull. Inside/outside helm, 3 cabin layout plus pilothouse, Robertson autopilot, Nova cook refridgeration, solar panels. In Florida. \$225,000. Call (360) 378-4084.

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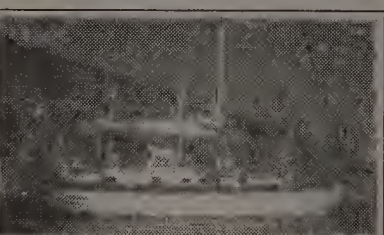


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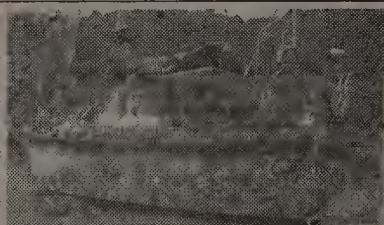
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CAL 40, 1968. New LPU, bottom paint, maxprop, and batteries. Lots of sails and gear, diesel, electric winches, wheel steering, rebuilt electrical and water systems. \$41,000. (415) 472-2098.



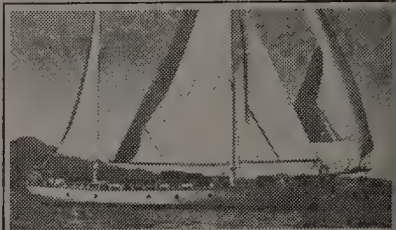
LIBERTY 458, 1983. 46-ft cutter, aft cabin, den with double bunks, 2 heads, center cockpit, windshield, full enclosure, new Hood Vectran fully battened main with roller furling headsails, diesel heater, washer/dryer, liferaft, watermaker, GPS, SSB, weatherfax, radar and more. See Web site: www.emard.com. \$199,500. Call (415) 383-8122.

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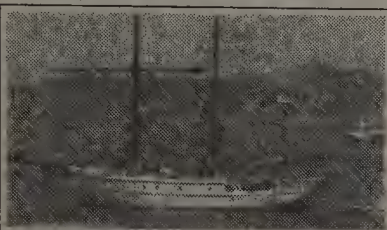
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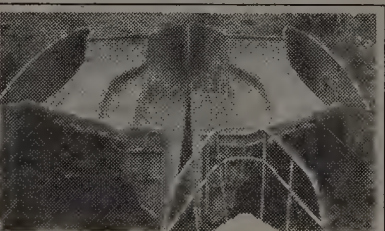


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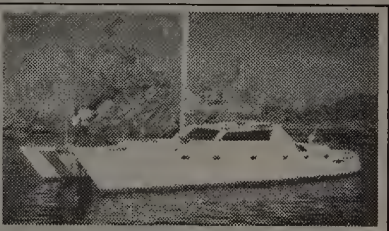
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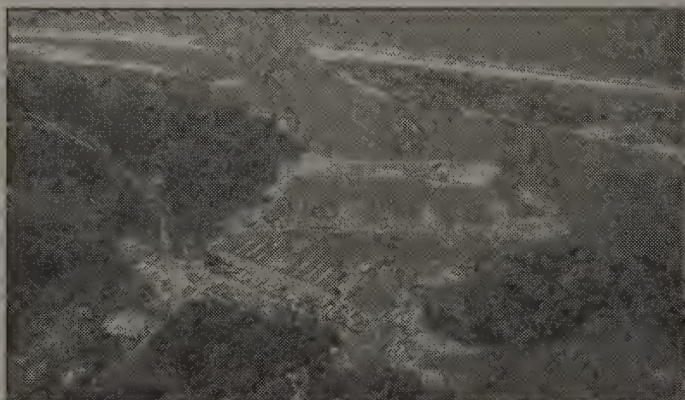
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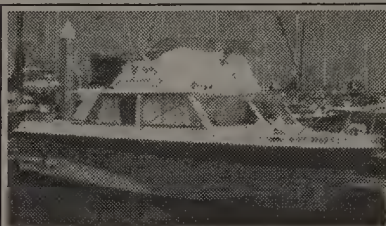
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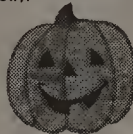
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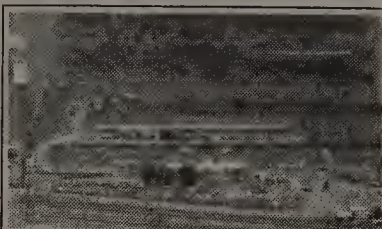
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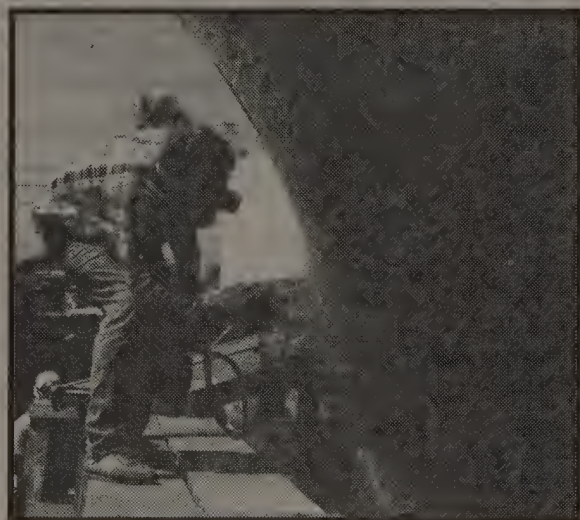
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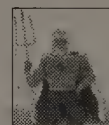
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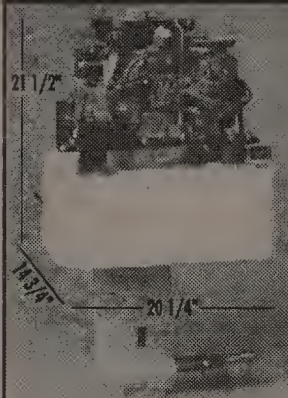
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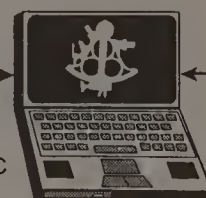
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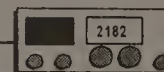
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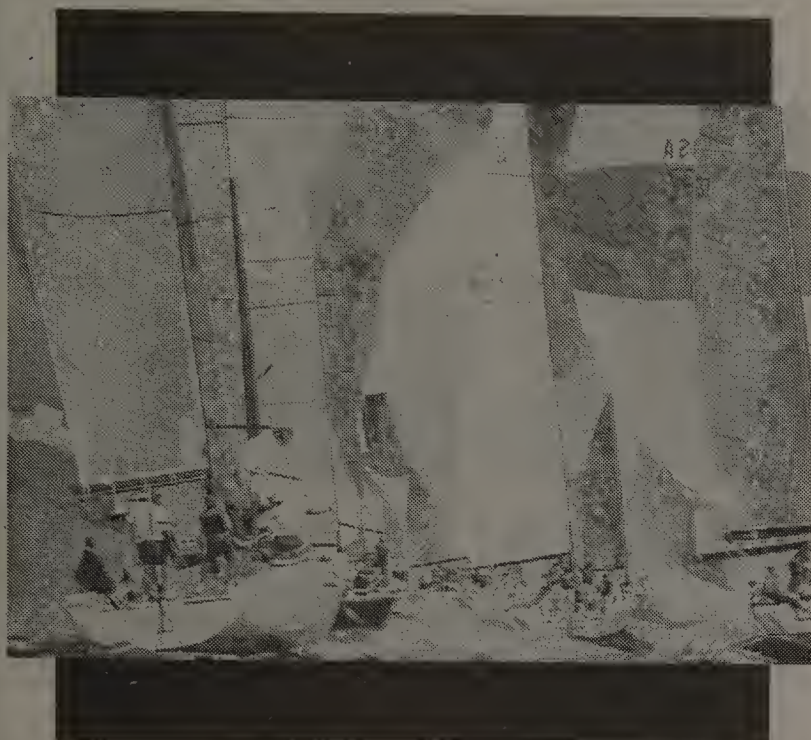
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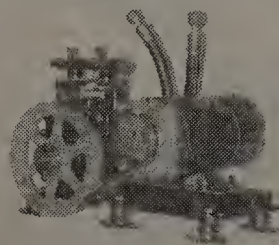
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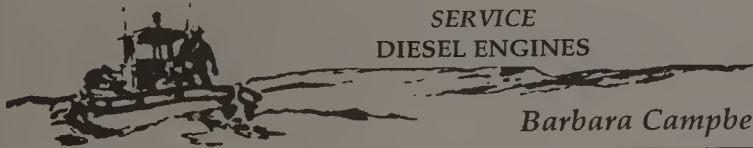
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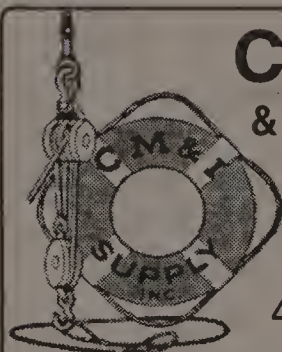
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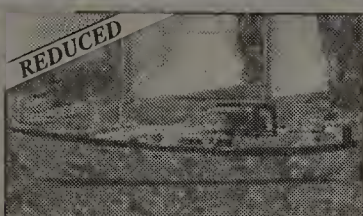
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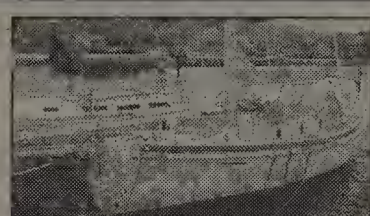
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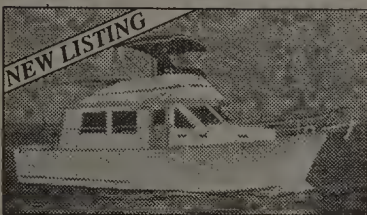
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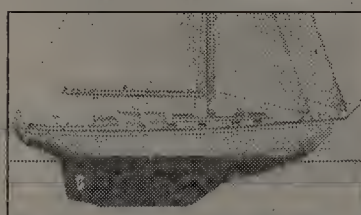
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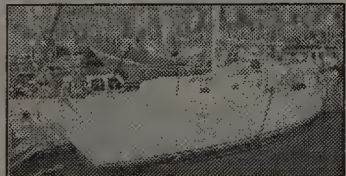
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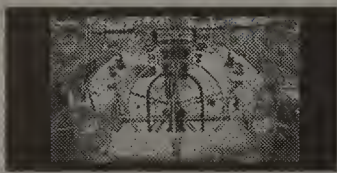
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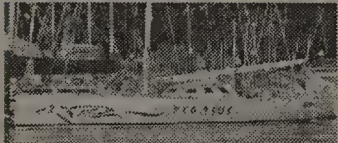
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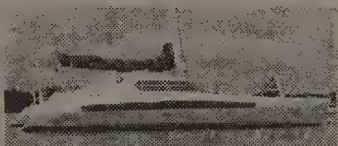
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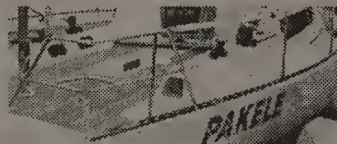
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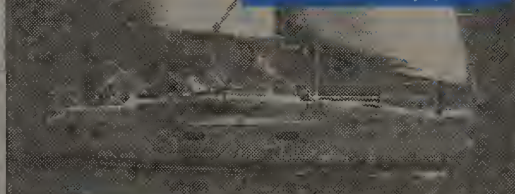
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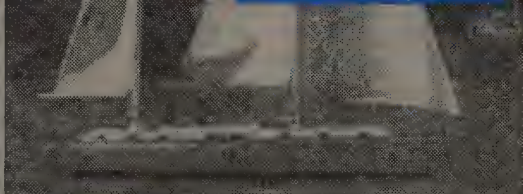
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See at: www.marottayachts.com



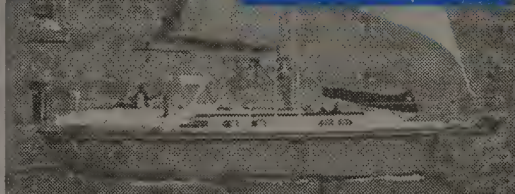
39' GRAND SOLEIL, 1987 Grand Soleil is not as well known in America as in Europe, but this well-equipped, high-end, Italian-built cruiser is well worth your serious consideration: almost \$300,000 was spent upgrading her in 1995/96 and this is not a typo! Brand new Yanmar engine; sails replaced and rigging renewed; interior redone (\$30,000 on galley alone); new dodger, bimini and cushions; new B&G instrumentation; mast house systems upgraded and much other new gear. Aft-cockpit, deep-keel, 3-stateroom version. **\$135,000**

See at: www.marottayachts.com



50' GULFSTAR, 1977 With ample accommodations and storage, keel-stepped mast, skeg-hung rudder and reasonable price, the U.S.-built Gulfstar 50 MkII represents tremendous value in a comfortable cruising/liveaboard sailboat. Vessel has had much recent work, including resteped & LPU'd masts/booms, reworked Onan 7.5kw gen, new shaft, cutlass bearing, PSS dripless packing gland just installed, bottom painted, etc. Full batten main, 3 headsails, RF, sails in good shape. 80hp Perkins dsl powerful engine for sailboat this size. **\$129,000**

See at: www.marottayachts.com



39' COLUMBIA, 1979
This center cockpit yacht shows YEARS newer than actual age! Vessel equipped with central air, Onan generator, roller furling jib and main. Bottom just painted, brightwork renewed, replumbed and rewired. Surprisingly spacious layout with master stateroom aft, great headroom throughout. **\$99,000**

NEW LISTING

See at: www.marottayachts.com



42' DE DOOD, 1967 This lovely yawl was designed by a former S&S architect and built in Bremen, Germany, of double carvel-planked mahogany on laminated white oak frames, fastened with silicon bronze screws. She's built to the highest standards. The interior is beautiful African mahogany, and even the cabinets in the head are finished like fine furniture. Over the years, she's enjoyed nothing but the best cosmetics and systems. She shows better than new, and still feels tight as a piano. Not to mention sailing like a dream! **\$89,000**

See at: www.marottayachts.com



38' NANTUCKET, 1984
Comfortable cruiser was extensively refurbished in 1997 (new teak deck, stanchions, lifelines, Lewmar hatches, head, galley washer/dryer installed, interior wood refinished). Since then, new thru hulls, battery charger/alternator and Yanmar diesel overhauled. Comfortable aft stateroom with transom port lights. **Reduced to \$74,000**

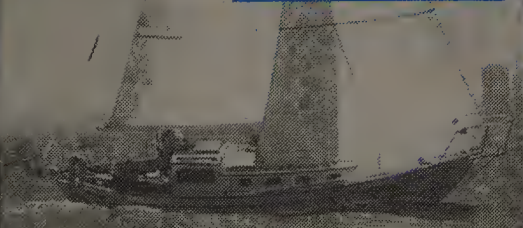
REDUCED

See at: www.marottayachts.com



31' PACIFIC SEACRAFT MARIAH, 1977
Rare Pacific Seacraft double-ender, big sister of renowned Flicka and proven bluewater cruiser! When she was built, the Mariah was supposedly the most expensive recreational boat of her size ever built. This two-owner boat is in exceptional shape topsides and below. Never cruised, she's a must-see if you're in the market for a stout go-anywhere cruiser with traditional lines. **Reduced further, now \$59,000**

See at: www.marottayachts.com



32' ARIES
Classic canoe-stern full keel sloop with raised cabin top. Boat in nice shape. She surveyed well six months ago. Long term one owner boat with updated rig including aluminum mast and boom, running and standing rigging, headsail, mainsail and spinnaker. Westerbeke diesel, always well maintained. Prime Sausalito Yacht Harbor slip can transfer. **\$27,500**

NEW LISTING



32' PEARSON VANGUARD, 1965 Very nice example of this ever-popular Philip Rhodes-designed classic! Note repowered with 25hp Volvo diesel, recent roller furler, all sails and rigging including lifeline renewed, updated electronics including color chartplotter, fresh cosmetics inside and out. Also note modified full keel makes for an excellent Bay sailer. Sausalito Yacht Harbor slip can transfer. **\$27,500**

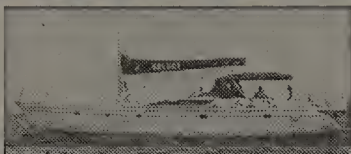
REDUCED

30' ISLANDER, 1979

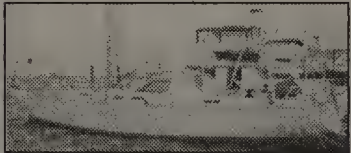
A very clean example of this ever-popular sloop, she's also outfitted with the key elements needed for comfort and convenience: diesel engine, roller furling, jib, wheel steering and a substantial dodger. She's also lying in a transferrable Sausalito Yacht Harbor slip; note there's currently a multi-year waiting list to get into this marina. **Now \$26,000**

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48' JON MERI. 1989. This performance cruising yacht offers an attractive pilothouse with full dual station. 3 staterooms, electric roller furling. Built to highest standards in Finland. **RECENT PRICE REDUCTION.**



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50' NELSON/MAREK. Originally commissioned in '93, total refit in '98/99. Bullseye is fully race ready with new sails, multiple inventories, incredible race record. In outstanding condition.



42' CHRIS CRAFT. 1970. Beautiful Sparkman & Stephens design, bullet proof F/G semi-custom ocean racer/cruiser. New interior paint and varnish, new paint in cockpit and on decks. Over \$85,000 invested. Great value offered at \$65,000.



C&C 39. Shillelagh is a famous SF Bay boat having been sailed to many wins in various regattas. Lovingly cared for by present owner, she shows like new. Sleeps 6 comfortably, enclosed head w/shower. Priced to sell.



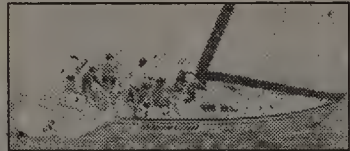
38' CATALINA. 1978. Popular Sparkman & Stephens design. Excellent performer on all points of sail. Roomy interior, sleeps 5. Needs some TLC to bring her up to a comfortable, well found family cruiser.



CUSTOM 75' SCHOONER. Built in 1995 of ferro cement at a very reputable yard, Condessa del Mar has been finished with care and quality materials. Sleeps 8 in 4 staterooms, large galley, laundry and ample storage. In San Rafael.



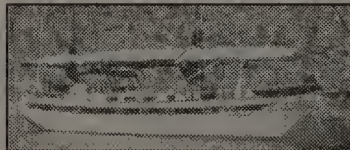
61' C&C CUSTOM KETCH. 1972. This unique quality vessel is just completing a refit and updates. A performance, center cockpit yacht with spacious interior. Transatlantic vet can be easily sailed shorthanded.



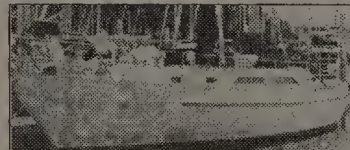
54' HUNTER. 1981. This Hunter 54 has just completed a refit including a new engine, interior, refinished joinery, new upholstery, standing rigging, hatches and electronics. A great value.



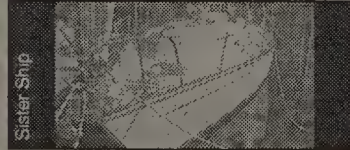
58' BOOTHBAY. Built in 1975, this Boothbay yawl has always been kept in yacht condition. She recently completed a Transatlantic crossing and underwent many upgrades in the process. A beautiful, classic yacht in excellent condition.



47' FORMOSA. 1980. This custom Puviex designed ketch has a lovely 'old style' teak interior. Lots of living space. Currently lying in San Rafael with a **LEGAL LIVEABOARD SLIP**. Recent price reduction.



43' SLOCUM. 1985. This well found and popular cruiser is in great condition and ready to go sailing. Many new features and upgrades. Please call for details.



38' MORGAN. 1978. This proven design is ideal for the Bay. Large interior, liveaboard or family cruiser. Low hours on Yanmar, extensive cruising gear including vane, new canvas and dodger.

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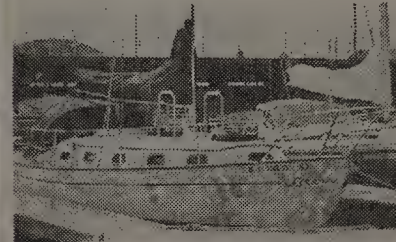
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47' PERRY, 1992. A custom built Perry 47, intended for single handed operation as provided for with furling jib, main and mizzen and all controls led to the cockpit. Intended for use in all climates with reverse cycle air/heat (3 units!), 8 kw genset, refrigeration and freezer, propane range w/ oven, microwave, 200 gpd watermaker, 400 gal fuel, 300 gal water. The equipment list is two pages long, from an inflatable dinghy w/outboard, emergency liferaft, and anchors and rode, for all conditions, complete electronics (radar, GPS, SSB, autopilot, sailing instruments), Sayes windvane to full boat awnings, dodger, and spare parts for virtually every component on board. Three cabins, sleeps six, two heads, beautiful teak interior and minimum teak exterior. No teak decks. All SS fittings, port lights, handrails (not lifelines!). Comparable to yachts in the \$500,000 range. Seriously for sale. \$209,500.



35' RAFKI, 1979

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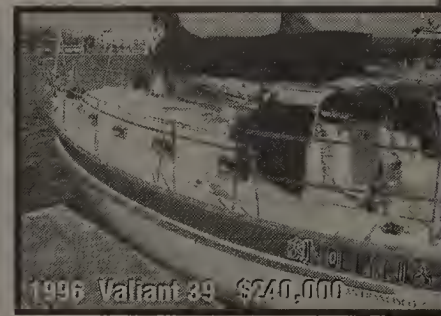
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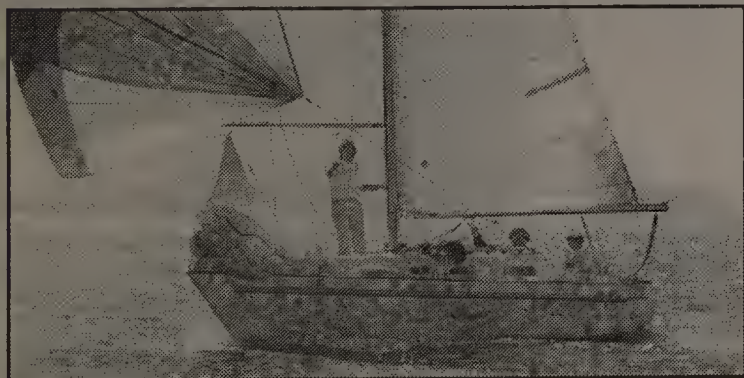
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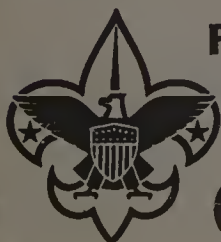
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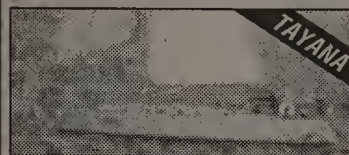
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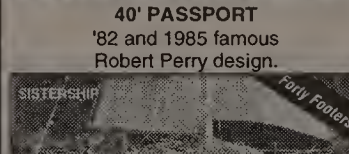
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Also: 37' RAFIKI & 38' WAUQUIEZ



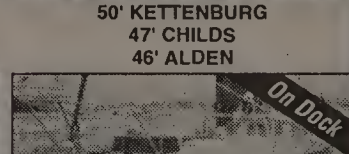
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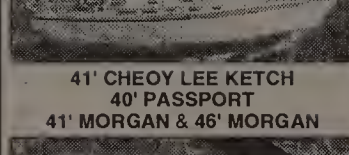
50' KETTENBURG
47' CHILDS
46' ALDEN



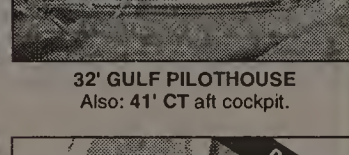
41' CHEOY LEE KETCH
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Jeanneau	Sun Odyssey 51	Nikad Star	Martinique	1994	\$139,700
Jeanneau	Sun Odyssey 51	Scorpion Star	Tartala	1994	\$139,700
Jeanneau	Sun Odyssey 51	Aludra Star	St. Martin	1995	\$146,800
Beneteau	Oceanis 510	Alkaid Star	Tartala	1994	\$135,400
Beneteau	Oceanis 510	Reaa	Tartala	1992	\$128,300
Beneteau	Oceanis 510	Palaire Star	Martinique	1994	\$135,400
Beneteau	Oceanis 500	Nasy Pearl	St. France	1990	\$118,300
Gibert	Gib Sea 472	Mimasa Star	Tartala	1994	\$114,000
Gibert	Gib Sea 472	Seruser	St. Martin	1995	\$119,700
Gibert	Gib Sea 472	Agna Star	St. Martin	1995	\$119,700
Gibert	Gib Sea 472	Vlaminck	Martinique	1995	\$119,700
Beneteau	Oceanis 461	Sunsit	Guadeloupe	1996	\$134,000
Jeanneau	Sun Odyssey 45	Mamma Babs	Tartala	1996	\$220,000
Beneteau	Oceanis 440	Tam Ralfe	Puerto Rico	1991	\$ 82,700
Beneteau	Oceanis 440	Anibal	Annapolis	1996	\$105,200
Beneteau	Oceanis 440	Heliantine	Tartala	1996	\$106,900
Beneteau	Oceanis 440	Dumba	Tartala	1996	\$106,900
Beneteau	Oceanis 440	Lau Piguat	Cuba	1991	\$ 82,700
Beneteau	Oceanis 44CC	Isabelle	Tartala	1996	\$150,000
Beneteau	First 42s7	Madigliani	Antigua	1995	\$ 94,100
Beneteau	First 42s7	Manet	St. Martin	1995	\$ 94,100
Catalina	C-42	Island Time	Tartala	1996	\$135,000
Beneteau	Oceanis 440	Camaret	Tartala	1996	\$106,900
Beneteau	Oceanis 400	Havika	St. Vincent	1994	\$ 84,100
Beneteau	Oceanis 400	Renair	St. Martin	1995	\$ 86,900
Hunter	Legend 40	Kerry Girl	Tartala	1996	\$ 92,500
Jeanneau	Sun Odyssey 36	Baticelli	St. Martin	1995	\$ 71,300
Wauquiez	Centurian 36	Magnum	St. Martin	1994	\$ 75,000
Wauquiez	Centurian 36	Blanche Belle	St. Martin	1994	\$ 85,000
Hunter	336	Augusta	Tartala	1995	\$ 44,000
Hunter	336	Cap n Tarrie	Annapolis	1995	\$ 41,300
Hunter	336	Sangria	Annapolis	1995	\$ 41,300

CATAMARANS

BUILDER	MODEL	NAME	LOCATION	YEAR	ASKING
Wauquiez	Kranas 45	Sagitepas	St. Martin	1995	\$287,000
Jeanat	Privilege 43	Nunki Star	Polynesia	1993	\$173,900
Fauntaine	Venezia 42	Lea	St. Martin	1996	\$173,900
Catana	Catana 411	Sandy Island	Hyer, France	1994	\$213,800
Fauntaine	Athena 38	Dimitile	St. Vincent	1996	\$131,100
Jeanat	Privilege 37	Cesare et Rasal	Martinique	1996	\$119,700

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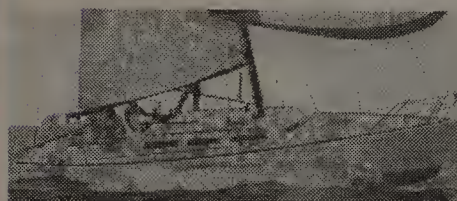
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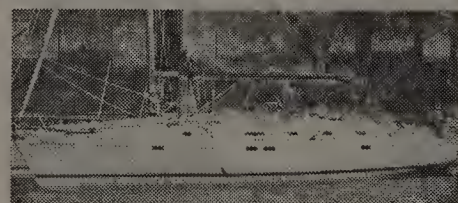
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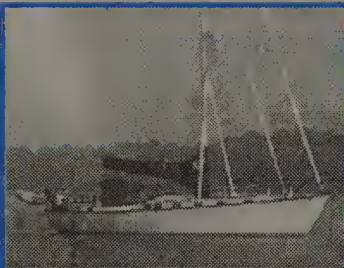


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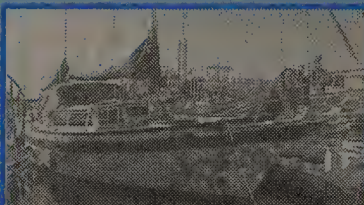


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50' GULFSTARS Great cruisers. Two available.
1978 Asking \$140,000. 1977 Asking
\$129,000. Center cockpit, aft cabin. Perkins 4-154.



41' ISLANDER FREEPORT, '80. Just completely
detailed inside and out. New varnish. Great condition.
Fantastic liveaboard. New dinghy. \$94,500.



35' CHRIS CRAFT. Two available. '65 Asking
\$34,000 and '72 Asking \$35,000. Sparkman &
Stephens design. Great cruisers.



PEARSONS: 34', 1984, \$59,000.
36', 1986, \$79,000. 36.5', 1977, \$40,000.
36', 1976, \$35,000.



50' NUNES BROS. KETCH. 1956. Professionally
maintained to Bristol standards. One of the most hand-
some classic woodies on the Bay. \$175,000.



44' KELLY PETERSON CUTTER, 1981
This popular world cruiser is ready to go. Radar, SSB, 2
autopilots, GPS, watermaker, liferaft, inverter. Full bat-
ten main. All opening parts. \$145,000.

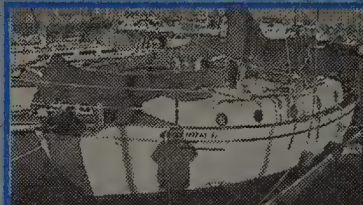


40' PASSPORTS, Two available. 1982 \$149,900
and 1986 \$185,000. Beautiful Robert Perry
Cruisers. Great condition. Loaded.

SELECTED CRUISING YACHTS			
SAIL			
61' C&C	'72	340,000	
57' BERMUDA KETCH	'75	79,000	
56' RELIANT	'91	160,000	
54' CT	'74	187,000	
51' FORMOSA	'81	139,000	
51' BENETEAU	'87	125,000	
50' NUNES	'56	175,000	
50' GULFSTAR	'78	140,000	
50' GULFSTAR	'77	129,000	
48' C&C	'80	159,000	
48' C&C, nice	'73	240,000	
47' OLYMPIC, SD	'78	145,000	
47' PUVEUX	'80	149,000	
47' NORTHWIND	'85	275,000	
46' SEA STAR	'86	135,000	
46' KELLY PETERSON	'83	199,500	
45' BOMBAY EXPLOR	'78	55,900	
44' PETERSON	'81	145,000	
43' SWAN	'69	79,900	
43' HANS CHRISTIAN	'82	189,900	
43' SPINDRIFT	2 from	119,500	
43' SERENDIPITY	'81	86,500	
42' LU-KAT	'00	399,000	
42' S&S	'70	67,500	
42' MORGAN	'71	60,000	
41' CT	'71	50,000	
41' ISLANDER F/PORT	'80	94,500	
40' PASSPORT	'82	149,900	
40' THREE SEAS	'88	159,000	
40' PASSPORT	'86	185,000	
38' MORGAN	2 from	58,000	
38' DOWNEASTER	'75	40,000	
37' PASSPORT	'85	105,000	
37' GULFSTAR	'79	68,500	
37' FISHER	'75	85,000	
37' HUNTER	'85	52,500	
365 PEARSON	'77	40,000	
36' ISLANDER	'74	25,000	
36' PEARSON	'77	79,000	
36' PEARSON	'86	79,000	
36' CDLUM8IA	2 from	21,900	
35' CHEDY LEE	'79	65,000	
35' SPENCER	'65	39,900	
35' CHRIS CRAFT	'65	39,950	
35' CHRIS CRAFT	'72	35,000	
35' RAFIKI	'80	59,000	
35' ERICSON	'88	79,000	
34' PEARSON	'84	59,000	
34' NICHOLSON	'84	45,000	
34' DPUS MKII	'83	55,000	
34' NICHOLS	'61	12,000	
34' C&C	'81	35,000	
33' HUNTER	'80	24,000	
33' CSK	'65	30,000	
32' WESTSAIL	'79	60,000	
32' ERICSON	3 from	15,500	
32' WESTSAIL	'75	42,500	
30' SANTANA	'79	15,900	
30' HUNTER	'91	46,900	
30' CATALINA	'81	24,000	
29' C&C	'86	26,000	
28' CAL	'64	8,000	
28' SABRE	'76	22,000	
28' TRADEWINDS	'67	24,500	
28' ISLANDER	'78	25,000	
28' ISLANDER	'83	21,000	
28' JENSDN	'60	22,000	
27' O'DAY	'78	11,900	
27' CATALINA	'73	9,500	
26' OAWSON	'76	8,000	
25' CORDNADO	'63	3,500	
25' US	'82	5,500	
POWER			
105' BURMESTER	'53	1.5M	
57' CHRIS CRAFT	'69	149,950	
52' LIBERTYSHIP	'60	180,000	
46' CHRIS CRAFT	'63	89,000	
45' PICCHOTTI	'70	75,000	
43' HATTERAS	'76	119,000	
40' OWENS	'64	26,000	
38' CHRIS CRAFT	'69	37,500	
38' MATTHEWS	'39	69,500	
37' CALIFORNIANS 2 fm	..	55,000	
35' FISHERMAN	'72	25,000	
35' CHRIS CRAFT	'68	48,500	
34' UNIFLITE	'77	42,000	
32' TOLLY CRAFT	'64	26,500	
32' GRANO BANKS	'73	55,000	
31' UNIFLITE	'71	22,000	
28' WELLCRAFT Exp	'85	29,750	
28' PENN YAN	'80	27,000	
25' SKIPJACK	'84	21,000	
25' BERTRAM	'70	24,000	
20' CORRECT CRAFT	'77	13,500	



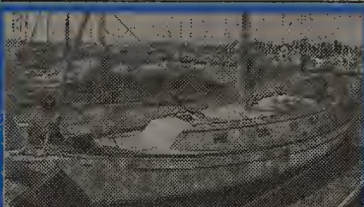
37' FISHER PILOTHOUSE KETCH 1975.
Pra Furl roller Furling. Recent new engine. Rare aft
cabin model. \$79,000.



32' WESTSAIL, 1975. Very well maintained. Cutter
rig. Great interior. Yanmar diesel.
\$42,500.



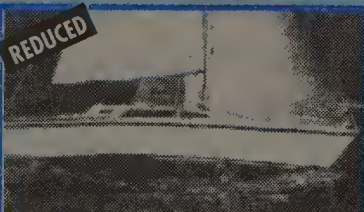
C&Cs: 61' Custom, '72, exceptional vessel,
\$340,000. Custom 48', '73, \$240,000. 48'
LANDFALL, '80, \$159,000. '81 35', \$35,000.



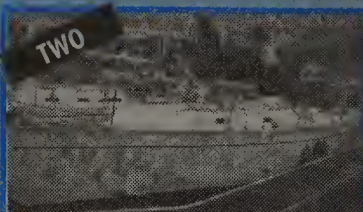
37' GULFSTAR, '79. Great condition. New varnish.
New upholstery. Perkins 4-108 with very low hours.
Diesel heater. Seller motivated. \$68,000.



43' SPINDRIFTS. Three available. '79 \$95,000,
'81 \$119,500, and '81 \$149,000. Cutter
rigged. Inside/outside steering. Great world cruisers.



34' NICHOLSON 345, '84. Fast racer/cruiser with
side aft cabin. Ran Holland design built by Camper &
Nicholsan. \$45,000.



MORGAN 38s.
Two available. '78, \$67,500.
'79, \$58,000.



**43' HANS CHRISTIAN
TRADITIONAL KETCH 1982.**
Sturdy bluewater cruiser. Fully equipped.
Great interior. \$189,000.



40' THREE SEAS 1988. Ted Brewer design. Very
high quality cruising pilothouse yacht. Loaded and
ready to go again! Radar, Weatherfax, SSB, Autopilot,
GPS. Volvo diesel. All Hood soils. \$159,000.

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50' GULFSTAR
CENTER COCKPIT ketch w/ aft master stbm. Wheel, dodger, bimini, dsl, genset, full galley, 2 heads, shower, heater, AP, radar, much more. A great cruiser. Asking \$129,000.



50' GULFSTAR
40' CAL SLOOP. 11 bags sails, low hrs YANMAR dsl, cabin heat & MORE. These ever popular cruisers by Jensen Marine are great boats, you want to this this one. Asking \$44,000.



LESTER STONE
51' CLASSIC KETCH by SF Bay's famous Stone Boat Yard. Major rebuild/refit just completed. Dbl roller heads 'ls, dsl, whl, shower/full galley. Stunning beauty/ambiance. \$97,500.



CHALLENGER 40
41' ROUGHWATER TRAWLER by Ed Monk. Fiberglass, Detroit V-8 turbo diesel, genset, radar, GPS, AP, swim step & more! A great liveaboard cruiser. Alaska or Mexica anyone? Asking \$84,000.



42' CLASSIC OLYMPIC Tri-cabin Express Cruiser. Twin dsls (140 hrs rpt'd since majored). Very desirable & much loved PNW sweetheart. Asking \$65,000.



42' SUNNFJORD
Extra high quality trawler. Flybridge, aft stbm, dsl, genset, all glass w/teak trim/decks, radar, shower, 2 heads, full galley, Zodiac, more. Extra clean/cruise ready. \$142,000.



STEPHENS is considered by most the premier builder of classic express cruisers on the West Coast. This recently restored gem is outstanding. Asking \$90,000.



GLASS FORMOSA KETCH
41' LOA, 37' LOD Farmosa Shipyard's Ketch. F/G w/teak decks. Dsl (engine & wiring rept new), shower, radar, GPS, weatherfax & more. \$40,000/offers.



50' STEPHENS FLUSH DECK MY w/flybridge, PH, AFT STATEROOM. Twin GMC 671 dsls, 12kw genset. Launched '65. 2 heads & shower. Asking \$135,000.

SAIL
97' PINISI SCHOONER in 8ALL, loaded, 8 guest cabins + crew, more. 190,000
66' STA'S'L SCHOONER, Schack design, Boeing built 1934. Just completed major rebuild/refit, 2 heads, 353 Detroit dsl, smt amt interior work left. Beautiful, fast, traditional. Ask 150,000
55' LESTER STONE Classic Yawl, 1910, dsl, lots equip, great cruiser. Ask 44,000
51' CHEOY LEE, center cockpit slp w/hard dodger, copper fastened, dsl, more. Some restoration required. Ask 65,000
50' FORCE 50 P/H Ketch. Ask 130,000
48' CUTTER, Germany 1928. 25,000
48' KETCH, Goff, roomy, F/C. 87,500
45' BOMBAY EXPLORER CUTTER, dsl, furl, furl, soil, & more. Asking 50,000
43' OUTCH, steel ketch, P/H. 79,000
41' FERRO P/H ketch, Cruise/live, dsl, double-ended, AP, dinghy, ++. 12,000
41' CORONA O, dsl nice. 40,000
37' ISLANDER MOTORSAILER, dual helms, "NEW" '86 boat, stored 15 yrs. & just launched. She sparkles! 84,500
37' GULFSTAR slp, extra clean, furling dsl, dodger, wheel, ++. Try 59,500
36' TOR PERFORMANCE CRUISING SLOOP, cold molded, NZ beauty w/ gorgeous interior, mylor/kevlar, dsl. A winner! Ask 120,000.
36' NONSUCH, cat rig, diesel, wheel, teak trim, shower, LOA/OEO and VERY CLEAN. Asking \$122,000
36' ATKIN STAYSAIL SCHNR. 45,000
36' ATKIN STAYSAIL SCHNR, 30' LOO. Dsl, dink w/ob, clipper bow, heavily glassed hull, furling. A salty well-equipped treasure. Asking 18,500
36' CLASSIC KETCH, Crocker style, diesel, a beauty with teak decks. 40,000
35' HALBERG-RASSY H-35, Swedish-built, mahog, bronze, new dsl, AP, ++. 19,500
34' NICHOLS cruising slp, i/b. 12,000
33' RHODES WINOWARD, famous design, sloop, i/b. Asking 12,000
32' ERICSON slp, wheel, i/b. 23,000
32' CHEOY LEE/ALDEN M/S, dsl, glass, AP, furling, wheel, great cruiser! Ask 19,500
32' PIVER CRUISING TRI, dsl, ketch, fast and roomy. 10,500
30' CAL 230, slp, dsl. Asking 22,000
30' MORGAN 30.2. Performance cruising sloop, 1/8. Very Clean 22,000
30' SPIOSGATTER, She sparkles! 40,000
30' TARTAN Slp, Perf. Cruiser. 20,000
30' HURRICANE Classic Slp, dsl, nice local girl! Asking 10,000
28' SLABBY LARSON Danish cruising sloop, Classic, dsl, beautiful. Ask 22,000
28' H-28 HERESHOFF Ketch, dsl. 16,500
28' ISLANDER Bahama slp, dsl, many sails. Asking 16,500
27' O'JAY slp, dsl, f/g, +. 10,500
27' ERICSON slp, very clean! 16,000

26' S-2 CENTER COCKPIT, AFT CABIN SLOOP, dsl, wheel, centerboard, glass, furling & more! 10,000
26' COLUMBIA MKII, O/F. 10,500
24' EOEY & OUFF ctr, F/G, dsl + 6,500
22' BRISTOL slp, f/g, O/F, ++. 5,500

POWER
100' STEEL TUG, Y18, ex. cond. 175,000
80' CLASSIC MOTORYACHT "COLLEEN", Good project boat w/twin GMC dsls. 42,000
70' EUROPA STYLE TRAWLER, Canadian built, loaded & in excellent condition. Powerful & economical V12 Cummins dsl. An outstanding vessel. Try 225,000
65' YACHT Conv. Trawler, loaded. 125,000
61' STEEL TUG, 610hp Cat dsl, looks great, Lots of recent upgrades. Try 55,000
60' CUSTOM F/C, liveaboard cruiser in SILICON VALLEY. Ask 115,000
50' STEPHENS CLASSIC cruiser. Custom-built Gatsby-era motoryacht in exquisite condition. Must be seen. Ask 225,000
42' REGAL COMMODORE 400. 115,000
41' CUST. TRAWLER, dsl. Asking 8,500
39' PACEMAKER, aft cabin M/Y, very nice & well cared for. Asking 22,500
38' CHRIS CONNIE, fresh twins, nice 18,000
38' CHRIS CRAFT "CONNIE", AFT CABIN, twins, radar, full galley, genset, 2 heads, shower & more. EXTRA CLEAN! Ask 38,000
38' TOLLYCRAFT sedan trawler w/twin turbo diesels, F8, very nice. 59,500
37' CHRIS CRAFT exp. nice. Asking 24,000
36' STEPHENS, 36' classic sedan, twins, sharp ext. some int. work. 22,500
34' CHRIS CRAFT Commander, '63, twin gas, great boat. 26,500
32' TROJAN Express, twins. 12,500
29' TOLLYCRAFT, twins, nice! 8,000
29' CLASSIC ENCLOSED LAUNCH. 16,500
28' FIBERFORM F/B SED, twins. 20,000
28' BAYLINER Sunbridge, '80, V8. 18,500
28' TOLLYCRAFT, sedan, Gloss. 12,500
28' CARVER, nice/roomy, O/O. 12,950
28' CLASSIC work boat, dsl, dbl ender with great local charm. Ask 19,500
28' CLASSIC OEWEE EWEERS sed. cruiser, V-8, show winner. 85,000
26' SUPER COASTAL FISHING OORY, by Glen-L. Trl. dsl, PH, & more. \$16,500
24' REINELL 240C, I/O, new a/d unit, galley & more. Asking 11,500
24' SEARAY EXPS, V8 & trlr. Ask 5,000
20' SEA SWIRL, '96, trl, 22Shp. 23,000
20' ARRIVA SKI w/trl, '89, O/F 15,000



27' DUTCH MOTORSAILER by Holland Boat Co. Dsl, inside wheel & outside tiller, tabernacle, AP, radar, LOADED! High quality pocket cruiser in FANTASTIC CONDITION. \$42,000.



55' CHRIS CRAFT AFT CABIN Twin low hour GM 8V71 diesels, 15kw genset, teak decks, bronze fastened, heaters, full electric galley, 6'7" headroom, 3 staterooms, 3 heads, shower, radar, GPS + \$99,000.

OUTSTANDING KELLY-PETERSON

46' KELLY-PETERSON CUTTER. Center cockpit, wheel, dodger, aft cabin, diesel, radar, AP and lots of equipment. An outstanding and fully equipped world cruiser offered at \$199,500.

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